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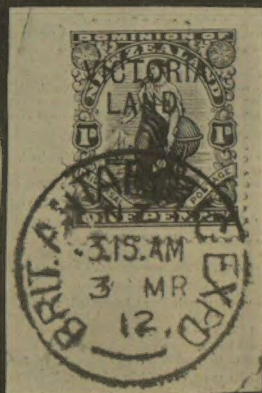
With Supplement: Scott Expedition Pictures. SIXPENCE.

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Winter Quarters
Oct-26th 1911

My dear Smith
When the teacher you I hope that you will have
received later news of our welfare than I am now able
to give. But your interest in the Expedition is so
close that I know you will be eager to hear all details
and I hope to arrange for you to get pretty full
information even if, as is probable, your particular
friends do not return in the Terra Nova this season.
Of these particular friends my pen can only give a very
vague account - it came so hard to write to friends this
difficultly - but I know that in saying a great
deal of him and I know that in saying a great
deal - I find myself daily wondering at his changes.
... .. And with my very kindest regards
believe me your sincere friend
P. Scott



1. IN THE WRITING OF THE DIARY OF "ROUGH NOTES" WHICH TOLD THE TERRIBLE, HEROIC STORY OF THE DEATH OF CAPTAIN SCOTT AND HIS SOUTH POLE PARTY: LAST NEWS OF THE EXPLORER—A LETTER FROM WINTER QUARTERS, OCTOBER 26, 1911.

2. WITH HIS BABY SON, BEFORE THE START FOR THE ILL-FATED EXPEDITION: CAPTAIN SCOTT WITH PETER.

We give the reproduction of the handwriting of Captain Scott which appears on this page that some idea may be gained of the manuscript of the diary found with his body by the search-party. It is part of a letter sent by Captain Scott to Mr. Reginald Smith, of Messrs. Smith, Elder and Co., dated "Winter Quarters, October 26, 1911";

and received in London on May 11, 1912—some six weeks, that is to say, after the explorer's death. As we note elsewhere, Captain Scott's only child, Peter, was born on September 14, 1909. He alone of those near and dear to Captain Scott does not know of his father's fate.

REPRODUCTION OF THE LETTER BY COURTESY OF MR. REGINALD SMITH; PHOTOGRAPH BY COPPERFIELD.

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THE PLAYHOUSES.

"TRUST THE PEOPLE." AT THE GARRICK.

MR. STANLEY HOUGHTON has to live up to a high reputation in these days, for he has taught us, in "Hindle Wakes" and "The Younger Generation," to expect of him a treatment of modern life which is both faithful and courageous, and yet is vivacious in its realism. There is no lack of vivacity in the new play with which he has provided Mr. Arthur Bouchier; in a number of ways and in all these varied ways, he is consistently entertaining. What is lacking in "Trust the People," even when it is regarded as merely a piece of theatrical carpentry, is any unity of effect; what is even more to seek is that impression of correspondence to nature, of his knowing his characters inside and out, and never putting them into a false position or crediting them with any but the inevitable act or feeling or speech which charmed us in his Lancashire studies. Perhaps the playwright has been too ambitious in breaking away from the provincial environment in which he moves with such ease. Political forecasts have notoriously failed to carry conviction in the English theatre. His is such a forecast. With a President of the Board of Labour for hero, and with a scandal attaching to him such as ruined the career of Parnell, Mr. Houghton's grasp of reality has loosened in these surroundings, and he makes too many extravagant demands on our credulity. There are many delightful digs at politicians and politics of to-day in his opening act; but really a Prime Minister such as he asks us to believe in is a creature of farce, and that this Premier should propose using the Party funds to silence the blackmailing husband of his colleague's former mistress, is a monstrous notion; as our school-boys say, it is not done. So, again, the election scene, in all its amusing and exciting incidents, is very spiritedly managed; but that John Greenwood, when defeated, should rate his constituents as hypocrites because they disliked the possibility of their Member figuring in the divorce court, implies, both in him and in the playwright, a curious obtuseness. We pass out of the hurly-burly of politics in the third act to enter the atmosphere of Lancashire domesticity; and here, from an old-fashioned mid-Victorian point of view, there is much to please. But, North-country folk though they are, John's parents have the taint of the theatre about them, and their stagey conduct fittingly preludes a conventional happy ending. And so any big idea, such as title and beginning seemed to suggest, fizzles out in sentiment. Mr. Bouchier's performance is bluff, hearty, and virile, if not over-subtle—the portrait of a man with a stout heart and a strong will. There is masterfulness in every line of the actor's face and in the ring of his voice. Miss Barbara Gott, as the hero's mother, plays very naturally; and Miss Viva Birkett shows considerable charm in the love-scenes; Mr. Herbert Bunston's frivolous Premier is neatly suggested; and Mr. Weguelin and Mr. Thomas Sidney are responsible for clever thumb-nail sketches. It is Mr. Weguelin, as the Earl of Eccles, who gives out Mr. Houghton's best jest: "What Lancashire thinks to-day, England thought the day before yesterday."

"THE INDIAN MUTINY." AT THE NEW PRINCE'S.

When the stage-soldiers at the New Prince's have been rehearsed a little more in their drill; when the gun has learnt better its business of swinging round and dealing out death to the rebels, patrons of the Messrs. Melville should revel in the variety of thrills that the brother-managers offer them in the twenty-year-old melodrama of "The Indian Mutiny," which they have just staged in a revised form. George Davenport's play has its features of naïveté, and a disregard of actualities in the matter of the creeds of India. For instance, its half-caste heroine, Ghuzna, a Brahmin priestess, who turns out to be the lost daughter of a major, is an invention of the wildest fancy, and meets with equally fantastic adventures. It is she who brings off the great coup of the drama, and, tricking the master-mutineer and villain, turns away the cannon from the British force at which it is directed, and checks the onslaught of the savage Sepoys. But this situation of itself is telling enough to stir the blood of the lover of melodrama, and he can count on constant appeals to his patriotism, a plentiful use of gunpowder, and an abundance of plotting, love-making, and strenuous emotionalism. Miss Dora Barton's pathos in the rôle of the Eurasian girl; the vivacity of Miss Lilian Hallowes and Miss Blanche Stanley as English ladies in peril; the gallant bearing of Mr. C. W. Standing and Mr. Rothbury Evans as officers of the garrison; the truculent manner Mr. Henry Lonsdale lends to Nebu Singh, and the comicalities of Mr. Herbert Williams—all contribute to a very vigorous representation.

"THE YOUNGER GENERATION." AT THE DUKE OF YORK'S.

The triple bill which has given such delight at the Haymarket has had to make room for the long-promised presentation of Ibsen's "Pretenders." It has, therefore, with one exception, been transferred to the Duke of York's, where "The Younger Generation" still fills the bulk of the programme, and Mr. Locke's "Aristide Pujol" joke serves as curtain-raiser; but another popular play of Mr. Barrie's, "The Twelve Pound Look," replaces his delightful "Rosalind." Here we have the master of make-believe in his happiest mood of farce, and a Scotch actress now takes up the part of the typist-heroine. From the ordeal of following two such accomplished artists as Miss Lena Ashwell and Miss Irene Vanbrugh, the "Bunty" we all remember so gratefully, Miss Kate Moffat, emerges quite successfully. But with all deference to her and Mr. Barrie, it is Mr. Stanley Houghton's comic tract of the times which is the "star" turn of the bill, and there seems every reason to believe that "The Younger Generation" will long continue its run in its new home. After the disappointment of his Garrick piece it is a pleasure to turn to this gay little comedy, in which Mr. Houghton tackles a modern theme and modern folk, young and old, with refreshing avoidance of theatricality. Obviously it is not wise of him as yet to try to do without the help of Lancashire.

PARLIAMENT.

THERE has been variety as well as abundance of work for Parliament during the last ten days. The House of Commons, after sending the Welsh Disestablishment Bill to "another place," and rejecting the most important of the Lords' amendments on the Scottish Temperance Bill—on which, however, there was a considerable Liberal revolt—turned to matters of administration. In a discussion on the working of the Insurance Act, Members of the Opposition complained very strongly that insured persons had not a free choice of doctors; but the Chancellor of the Exchequer, who boasted that the new system had begun with extraordinary success, retorted that any registered medical man could go on the panel and thus provide a free choice, and he asserted that there was little difficulty in making private arrangements, except in London, where the difficulty was not medical, but political. A Saturday sitting was devoted to a review of the measures for dealing with the recent outbreak of foot-and-mouth disease. Irish Members of all parties contended that the restrictions on the movement of cattle had been unnecessarily stringent, whereas British representatives on both sides praised the firm administration of the English Board; and Mr. Runciman, whose position for several months was very difficult, declared that the United Kingdom was now more free from any form of cattle disease than any other country in the world. There was a very interesting debate in the House of Lords on Monday on the subject of home defence. Lord Herschell, on behalf of the War Office, admitted they had not got the number of Territorials at which they aimed, and he announced a new plan for utilising the National Reserve; but the most notable passage of his statement was that in which he contemplated the possibility of establishing a system of compulsory physical training in continuation schools. In connection with this process he spoke of "the use of arms and simple military formations." Lord Roberts and Lord Methuen pleaded for a national system of military training, but the Lord Chancellor denied that the remedy was to be found in compulsory service, and the Marquess of Lansdowne said that what was necessary was not conscription, but the training of the youth of the country in military discipline and the handling of a rifle. This, in his opinion, could be provided at school and during a few later years. After a number of Peers had supported Lord Roberts in pressing for universal service, the Marquess of Crewe asserted there was no evidence of a national demand for it, but he, too, remarked that he would like to see physical training introduced into the schools, and would not personally object to its being made compulsory on boys. By its treatment of this subject the House of Lords proved again its value as a debating Chamber. Its recent discussions have attracted many Peers and strangers. There was a great debate this week on the Welsh Disestablishment Bill, the rejection of which was moved by Lord Kenyon. The House of Commons reassembles, after its hard-earned holiday, on March 6; the prorogation takes place on the following day, and the new Session begins on March 10. This is a system of Parliament in Perpetuity.

THE SOUTH POLE TRAGEDY.

(Our Supplement.)

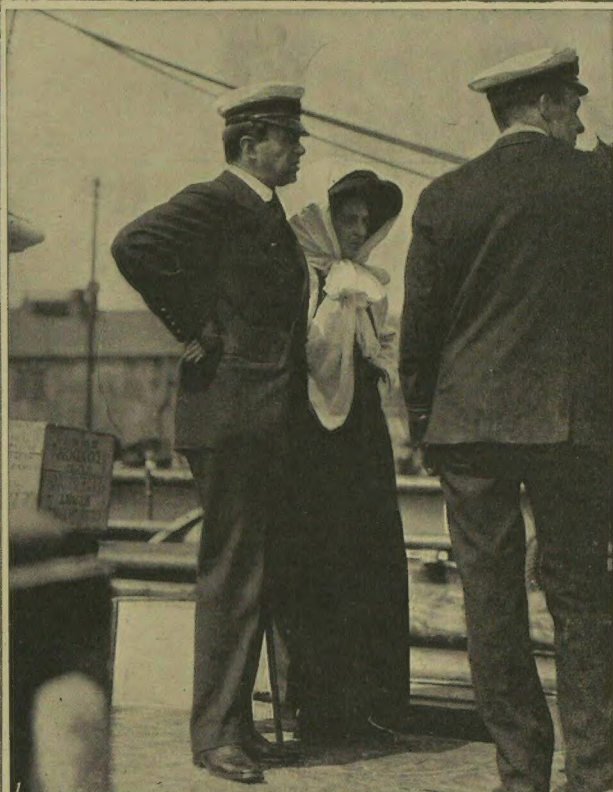
OUR Supplement deals this week with the subject which has overshadowed all others for the time in public interest—the tragedy of Captain Scott's Antarctic Expedition. The last of the greater adventures of exploration has ended in a disaster such as may always overtake those who tempt the perils of the Polar waste, however well equipped may be their enterprise. The calamity has its consolations in that it has proved once more the inherent heroism of British men of action. Like other great deeds of the past, it will brace the moral nerve of the nation. Meanwhile, the sympathy of the world goes out to the bereaved wives and children and other relatives of the dead. There is already ample evidence that the British people will not disregard Captain Scott's dying appeal that those dependent on him and the companions of his fate should be properly provided for. Not only will that surely be done, but the story of their heroic endurance is to be publicly commemorated.

FOOTPRINTS OF PERMOMEGATHERIUM ZEILLERI.

ON our "Science Jottings" page we give photographs of two of a number of footprints, found in France, of a prehistoric animal named by the discoverer (M. Delage) a *Permomegatherium Zeilleri*. The theory put forward by M. Delage to explain how these footprints came to be preserved is as follows: On the banks of a large shallow lagoon, the waters of which, like those of Lake Chad or the Aral Sea, rose or fell according as the season was rainy or not, the herd of animals in question, of which at least twenty-three have left traces, went one day to drink out of the lake. On the beasts went in the same direction, but on the dry sand there were but few footprints, or else they were quickly effaced, so that of each animal represented we only know one foot, the twenty-three marks belonging to twenty-three different individuals. That day the weather must have been very calm, whereas before there was a strong breeze, signs of which can be seen in the marks of the waves on the layer of schist below that on which are the footprints. After the animals had passed, the waves again advanced on the sand in the opposite direction, and thus effaced part of the footmarks, starting from the tips of the toes to the soles of the feet. Then, by some exceptional circumstance, which, as far as we can tell, did not take place at any other point on the shore of this Permian lake, the whole group of footprints was covered and in some way moulded by a fresh layer of sand. It should be added that the twenty-three footmarks preserved are all within a space of a few yards.

THE TRAGEDY OF THE SCOTT EXPEDITION: THE LEADER'S WIFE AND CHILD.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND G.P.U.



1. ABOARD THE "TERRA NOVA" WITH HER HUSBAND: MRS. SCOTT.

2. WITH HER SON, PETER: MRS. SCOTT IN HER STUDIO.

3. POINTING OUT TO HER SON THE WHEREABOUTS OF HIS FATHER: MRS. SCOTT WITH PETER.

In his last diary, quoted by the Central News, Captain Scott said: "If we have been willing to give our lives to this enterprise, which is for the honour of our country, I appeal to our countrymen to see that those who depend on us are properly cared for. Had we lived I should have had a tale to tell of the hardihood, endurance, and courage of my companions which would have stirred the heart of every Englishman. These rough notes and our dead bodies must tell the tale; but surely, surely, a great, rich

country like ours will see that those who are dependent upon us are properly provided for." Mrs. Scott, whose marriage took place, in the Chapel of Hampton Court Palace, on September 2, 1908, was known before that as Miss Kathleen Lloyd Bruce, daughter of Canon Lloyd Bruce. Her only child, a son, Peter, was born on September 14, 1909. In 1911, Mrs. Scott had cinematograph pictures taken of Peter at play, and these were sent 18,000 miles to his father at the first base of the expedition.



BY G. K. CHESTERTON.

I LEARN from a newspaper paragraph that Mrs. Pankhurst announced her intention of "doing everything, constitutional or unconstitutional," to avenge on the present Government the evasion of her claims. I do not in the least complain of that. My present attitude towards practical politics, especially in this matter, is gloomy, but impartial. I think the statesmen have thoroughly deserved their Suffragettes. I think the Suffragettes have thoroughly deserved their statesmen. Even if I hated either of them much worse than I do, I could not wish either of them a worse fate than to be brought in contact with the other. The demand for a vote at this moment is a quibble as dehumanised and unnatural as Shylock's demand for a pound of flesh. But I willingly agree that the politician's way of getting out of it has been as pedantic and fanciful as Portia's own quibble about the drop of blood. I think the women are wrong if they say they are right; but right if they say they are wronged. And I do feel that there is something rather despicable about those who quibble on the right side, who use unnatural tricks when they could easily appeal to Nature, and trust only to private intrigue when they might safely trust public opinion. I am not defending the politicians against the Suffragettes; far from it. The living millions of this country, of both sexes, would clear such fussy feminism out of the way much more promptly and practically than the politicians have done. The ancient human tradition which gives to the female the private house and to the male the public-house (called, in its decay, the Parliament) would be overwhelmingly reaffirmed by any Referendum, and still more by any mob. But here comes in the very curious thing which caused me to choose this preliminary text. For I learn from the same newspaper report of her speech, that Mrs. Pankhurst did go on to discuss the Referendum. And her criticism of it was that it was "trickery" and "unconstitutional."

So that Mrs. Pankhurst's modest political position is this. That she has a right to use any means, constitutional or unconstitutional; and has also a right to denounce as shockingly unconstitutional any appeal to anybody else. Any outrage on the constitution may be offered by her tiny minority; but a delicate respect for the constitution forbids any appeal to the enormous majority. Now the only reason which leads me to linger over all this infantile illogicality is the wish to give one instance out of a thousand of this general truth; that these innovators in sexual matters are, almost more than anybody else, imitators and conventionalists in purely intellectual matters. No people nowadays make such constant use of stale words as those who profess to have the fresh ideas. The very words "constitutional" and "unconstitutional" are vivid instances of this.

Our great calamity to-day is the failure of words to bind. They have lost their religious character; they are not boundaries. Every speech or leading article is devoted to showing that a democrat may be as undemocratic as he likes; and a conservative as destructive as he likes, and a loyalist as disloyal as he likes. Everybody picks up a word when it helps him, and throws it away when it hinders him, without worrying about its truth or meaning; just as Mrs. Pankhurst does with the word "constitutional." Sir Edward Carson toils in forests of casuistry to prove that armed rebellion is only an extreme form of passive obedience. Mr. Norman Angell, reeling under the blow of the Balkan victory, attempts wildly to explain how war is sometimes right because it is always wrong. The Ministers who defend the Insurance Act (who are by no means all the Ministers, by the way) proclaim, in effect, that if the Act is popular it shows that the people are always

right, and always trust the Government; and if it is unpopular, it only shows that the Government is always right, even when the people are wrong. But the strongest case of all is that which I have selected, the interpretation of the British Constitution. For there is not one stick or stone of the British Constitution that has not already been walked through as if it were so much mist. The King's Veto might be revived as easily as the claim of the Lords over the Budget was revived; though both were chained by a custom which our youth counted sacred. The King's Veto might be abolished as easily as the old independence of the Peers has been abolished; though both can be found in every text-book of British

promises. And even their promises are hardly intelligible enough to be broken. The truth is that there is nothing hard enough to break: there is nothing in our national custom for a genuine popular movement to surge against and at last sweep away, and so act as a very practical test and measure of public needs, as did the last strength of the French Monarchy or the military prestige of Turkey in recent years. Our laws are so flabby that they yield, not to the will of the nation, but to the whim of the individual. They are not torn up by a great revolution, but twisted by the tiniest intrigues till they are in a hopeless tangle. There is no noise or clamour of besiegers: our walls have grown so weak that the rat and the worm can wear them down.

It would be worth while for some cynical person with no trade to practise, to put down in a book such long words and phrases as would be required by politicians when undermining some admitted principle or violating some sacred compact. It might be arranged in alphabetical order: "Abbey, Westminster; reason for selling to Mr. Astor. 'Cementing with sacred Saxon stones the union of the Saxon nations,'"—"Astor, Mr.; see Abbey, Westminster." Then he might go on to "Bible, abolition of"—"Bradshaw, abolition of"—"Britain, Great, abolition of"—"Being, abolition of"; each with its little appropriate excuse printed in perfect polysyllables. These verbose palliations are perfectly easy to write; and I thought of one only the other day (a defence of Forgery) which is a little gem in its way. But my point for the moment is that this talent for verbal evasion has spread so widely among the classes that control our country that we cannot really trust to a single barrier to hold fast. It is proverbially said of a man that if you give him a long-enough rope he will choke himself. It may truly be said of these men that if you give them a long-enough sentence, they can choke anything. The Referendum can be democratic and undemocratic in the same sentence; democracy can be constitutional and unconstitutional in the same sentence; the constitution can be absolutely essential and absolutely contemptible in the same sentence; so long as the writer is permitted to make the sentence sufficiently long and prosy and full of panic-stricken parenthesis. And the chief among the many real arguments which show that the Suffragette movement (sincere as it undoubtedly is) is not rooted in the true realities, can be found in the fact that people like Mrs. Pankhurst employ all this rambling verbalism more, perhaps, than anyone else.

We shall not advance an inch in any of the arguments of to-day till people can be induced to see that a word can only be used as a spell, or even as a curse, so long as we keep it sacred. The party wall will not keep your neighbour out of your garden unless it keeps you out of your neighbour's garden. If you undermine it for your own purposes you undermine it quite as much for his. If you break it down with a pick-axe to let yourself through, you break it down to let him through. There is nothing in this universe that expands infinitely. If there were, and if it were only one dandelion, it would long ago have killed the universe. Things expand and contract—lungs, lives, hearts, empires; in fact, as the school-boy said of the long summer days, things expand in the heat and contract in the cold. As the case of the Turkish Empire shows, the things that cannot stop expanding are the things that cannot stop contracting. The only remedy against either extreme is to have a frontier, and to keep it fixed; fixed for oneself as well as for the other party. And so, if Mrs. Pankhurst is so terrified of an unconstitutional appeal to democracy, she had better not defy the constitution—supposing she can find any to defy.

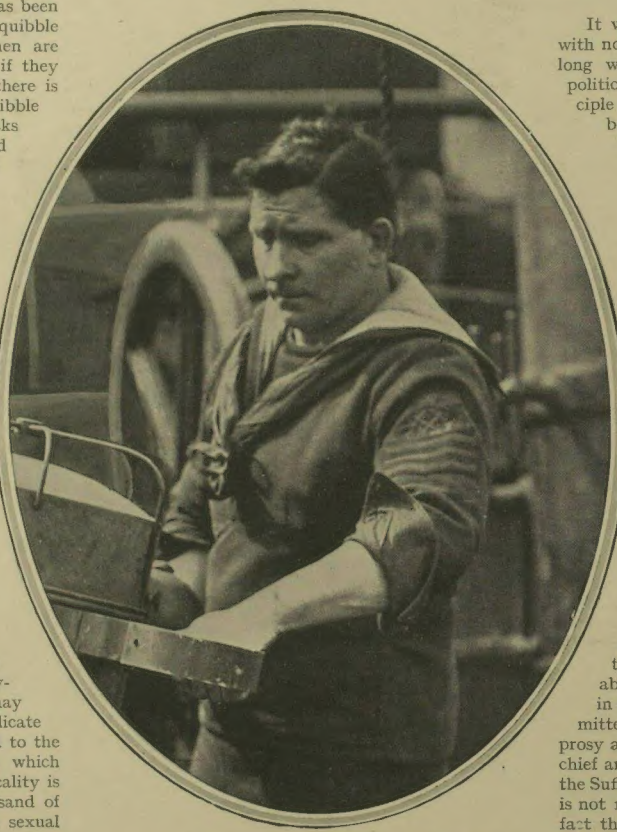


Photo. Illustrations Bureau.

THE "STRONG MAN" OF CAPTAIN SCOTT'S SOUTHERN PARTY, WHOSE ACCIDENT WAS THE BEGINNING OF DISASTER; PETTY-OFFICER EDGAR EVANS, WHO DIED FROM CONCUSSION OF THE BRAIN DURING THE RETURN FROM THE POLE.

In his diary (quoted by the Central News) describing the disaster, Captain Scott wrote: "The advance party would have returned to the Glacier in fine form and with a surplus of food but for the astonishing failure of the man whom we had least expected to fail. Seaman Edgar Evans was thought the strong man of the party. . . . We did not get a single completely fine day. This, with a sick companion, enormously increased our anxieties. . . . We got into frightfully rough ice, and Edgar Evans received concussion of the brain. He died a natural death, but left us a shaken party, with the season unduly advanced." In a cable sent through the Central News, Lieutenant Evans said: "Seaman Edgar Evans died from concussion of the brain on February 17."

Government. And these changes would not be made, as attacks on real abuses ought to be made, by real revolt and the reversal of laws. They would be made in an unresisting medium of vague, voluminous phrases. This is where Mrs. Pankhurst and her friends really have got something to complain of, though they do not know how to state it rightly. It is not that there is in England a thing called a constitution, and that certain politicians are breaking it. There is no such thing as the constitution, and the politicians are not breaking anything, except a few

BY DR. WILSON, WHO DIED WITH CAPTAIN SCOTT: ANTARCTIC SKETCHES.



The drawings reproduced above are by Dr. E. A. Wilson, zoologist and artist, who perished with Captain Scott and Lieutenant Bowers, about March 29, 1912, during the return from the South Pole. They illustrate the Scott "Discovery" Antarctic Expedition of 1900-4, during which he acted as surgeon, vertebrate zoologist, and artist. Dr. Edward Adrian Wilson, who was principal scientific member of the ill-fated expedition, was a native of Cheltenham; took his M.B. at Caius College, Cambridge;

and studied at St. George's Hospital, London. It should be noted that the drawing "On the Way to the Screen in a Blizzard" shows one of the explorers with "the patent safety candle-lamp." Of the illustration whose title begins "Bernacchi Loquitur," Dr. Wilson noted of the incident: "It is mentioned in a description of the first short sledging journey made on the Great Barrier during the ascent of the balloon, by Armitage, Bernacchi, and four men. All six slept in one tent, except Bernacchi."

DRAWN BY ONE WHO HAS EXPERIENCED IT: WEATHER OF THE KIND WHICH "WRECKED" CAPTAIN SCOTT.

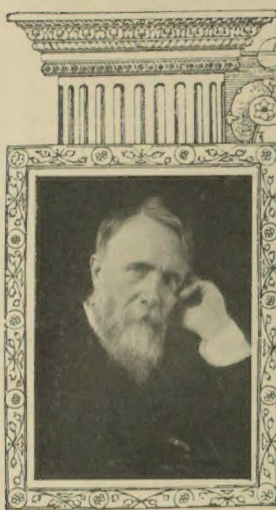
DRAWN BY G. E. MARSTON, OF THE SHACKLETON ANTARCTIC EXPEDITION.



AS FACED BY THE SCOTT SOUTH POLE PARTY: AN ANTARCTIC BLIZZARD AKIN TO THAT WHICH CAUSED THE DEATH OF THE LEADER AND THREE OF HIS COMPANIONS.

In Captain Scott's last diary, quoted by the "Central News," appear the following passages: "On our return we did not get a single completely fine day. . . . But all the facts above enumerated were as nothing to the surprise which awaited us on the Barrier. . . . No one in the world would have expected the temperature and surface which we encountered at this time of the year. On the summit in Latitude 85 deg. to Latitude 86 deg., we had minus 20 to minus 30. On the Barrier in Latitude 82 deg., 10,000 feet lower, we had minus 30 in the day, and minus 47 at night pretty regularly, with a continuous head-wind during our day-marches. . . . Our wreck is certainly due to this sudden advent of severe weather. . . . We should have got through in spite of the weather but for the sickening of a second companion, Captain Oates, and a shortage of fuel in our depôts, for which I cannot account, and

finally but for the storm which has fallen on us within eleven miles of this dépôt . . . We arrived within eleven miles of our old One Ton Camp with fuel for one hot meal and food for two days. For four days we have been unable to leave the tent, a gale blowing about us. We are weak, writing is difficult, but for my own sake I do not regret this journey. . . . Lieutenant Evans's message, sent by the "Central News," said: "Scott, Wilson, and Bowers died from exposure and want during a blizzard about March 29, when eleven miles from One Ton Dépôt (in Latitude 79½ deg. South), or 155 miles from the base at Cape Evans. Oates died from exposure on March 17. Petty Officer Edgar Evans died from concussion of the brain on February 17." This drawing is by Mr. G. E. Marston, who had full experience of blizzards as artist to the Shackleton Antarctic Expedition of 1907-9.



THE LATE SIR GEORGE REID, R.S.A.,
The well-known Painter, formerly President
of the Royal Scottish Academy.

George Macdonald, which was bought by Aberdeen University. He became President of the Royal Scottish Academy in 1901. Many eminent men sat to him for their portraits, including the late American Ambassador, Mr. Whitelaw Reid.

Not for the first time in history, a political feud is to be healed by a wedding. The betrothal of the German Emperor's only daughter, Princess Victoria Louise, to Prince Ernest Augustus of Cumberland ends the quarrel between the Guelphs and the Hohenzollerns that has lasted since 1866, when Prussia deposed George V. of Hanover and annexed his country.



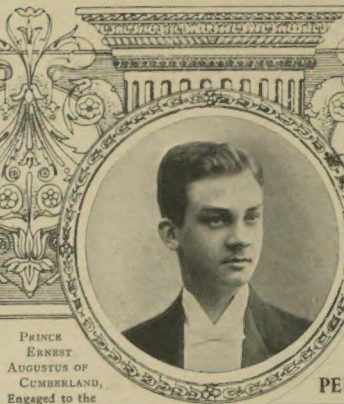
REAR-ADMIRAL R. D. BUCKNAM,
An American Officer recently appointed
Rear-Admiral in the Turkish Navy.

Recent signs of activity in the Turkish fleet have possibly been due to the influence of Rear-Admiral R. D. Bucknam, an American officer, who lately rejoined the Turkish Navy, and has been made a Rear-Admiral. He was sent out from Cramp's shipyard, Philadelphia, with the Turkish cruiser *Mejidieh* in 1904, and entered the service of Turkey for five years. He took part in blockade-running in the Turco-Italian War.

Sir William Gibbons, who is retiring from his post of Principal Clerk in the Public Bill Office at the House of Commons, has seen fifty years' service in the precincts of Parliament. He has worked under five Speakers and ten Prime Ministers, including Lord Palmerston. He was made a K.C.B. last year.

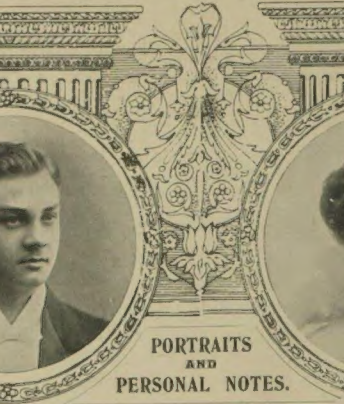


SIR WILLIAM GIBBONS,
Chief of the Public Bill Office in the House
of Commons—who is retiring.



PRINCE
ERNEST
AUGUSTUS OF
CUMBERLAND,
Engaged to the
Kaiser's only Daughter,
Princess Victoria Louise.—[Photo. Jagerspocher.]

IN his early days at Aberdeen and Edinburgh, Sir George Reid had a struggle to live by his art. One of his first great successes was the portrait of



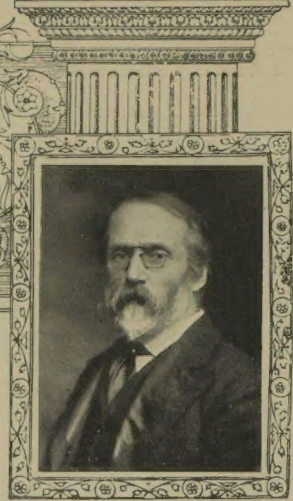
PORTRAITS
AND
PERSONAL NOTES.

Fragrant memories cling to the deanery of Rochester, associated with the roses of Dean Hole, who was succeeded by the late Dean Lane. The new Dean, the Very Rev. John Storrs, is well known in



PRINCESS
VICTORIA
LOUISE OF
PRUSSIA,
The Kaiser's Daughter.
Engaged to Prince Ernest
Augustus of Cumberland.—[Photo. Keturah Collings.]

Since the Marquess of Crewe succeeded the late Duke of Fife as Lord Lieutenant of the County of London, the post of Clerk to the Lieutenantcy had remained vacant until Lord Crewe offered it the other day to Sir Laurence Gomme. The latter is, of course, Clerk to the London County Council, and would hold the two offices concurrently. He is also well known as an author.



SIR LAURENCE GOMME,
Who has been offered the post of Clerk to
the Lord Lieutenant of the County of London.



PRESIDENT MADERO,
Who succeeded Porfirio Diaz as President of Mexico.



GENERAL FELIX DIAZ,
Leader of the Mexican Revolt against President Madero.

London, having since 1883 been Vicar of St. Peter's, Eaton Square, where he was formerly Curate. He became a Prebendary of St. Paul's in 1900. At one time he was Vicar of St. John's, Bury St. Edmunds.

It was uncertain at first what was the precise object of Hakki Pasha's mission to London and other European capitals. The report that it pointed to a renewal of peace negotiations was denied, and one suggestion was that he would arrange for Turkey to place the settlement of her affairs in the hands of the Powers. Hakki Pasha left Constantinople on Feb. 11. He is an ex-Grand Vizier.

Sir Charles Hadden, who was recently appointed President of the Ordnance Board, has been for many years connected with that branch of the Service. Since 1907, he had been Master-General of the Ordnance and Fourth Military Member of the Army Council. Previously he was for three years Director of Artillery, and has held other important posts.

Mr. Bradley Martin, who died at his London house in Chesterfield Gardens on Feb. 5, had lived in this country for some time past, and was well known in Society. He had an estate in Inverness-shire. His daughter Cornelia in 1893 married the Earl of Craven, and has a son, Viscount Uffington. Mr. Martin served in the American Civil War. He was a Trustee of the Metropolitan Trust Company of New York.



HAKKI PASHA,
Sent by the Turkish Government on
a Special Mission to London.

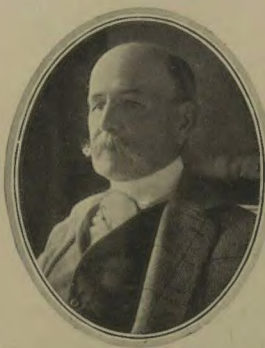
Bishop Hamilton Baynes, the new Rector of Birmingham, takes his episcopal title from Natal, of which he was Bishop from 1893 to 1901. Before that he had held the vicarages of St. James, Nottingham, and Christ Church, Greenwich, and had been Domestic Chaplain to the Archbishop of Canterbury. Since leaving Natal he has been Assistant-Bishop of Southwell.



THE VERY REV. JOHN
STORRS,
The new Dean of Rochester.



MAJOR-GENERAL SIR CHARLES
HADDEN,
Appointed President of the Ordnance Board.



THE LATE MR. BRADLEY MARTIN,
The well-known American Millionaire,
father of the Countess of Craven.



BISHOP HAMILTON BAYNES, D.D.,
Who was recently appointed to the
Rectory of Birmingham.

A Three-Storey "House" for Horses: Remarkable German Stables.



Photo. C.N.

SHOWING THE "STAIRCASES" BY WHICH THE HORSES REACH THEIR "ROOMS": MUNICIPAL STABLES NEAR BERLIN

The photograph illustrates remarkable stables built for the horses used, in connection with their street-cleaning service, by the Municipality of Charlottenburg, a suburb of Berlin. There are three floors above the ground floor, each with its gallery. The

horses walk to their quarters up the "staircases" shown. Several hundred animals are accommodated in the "house." Even for street-cleaning, horse-drawn vehicles are in some capitals—e.g., New York—giving way to motors.

Blond "Eskimos": Direct Descendants of Lief Ericksen's Following?



DISCOVERED IN SOUTH-WESTERN VICTORIA LAND: "ESKIMOS" OF THE TWO THOUSAND WITH LIGHT HAIR; INCLUDING ONE WITH LIGHT-BLUE EYES.

Some little while ago now it was announced that Mr. Vilhjalmur Stefansson, one of the leaders of the Anglo-American Expedition to the Arctic Seas, had discovered, in Far Northern Canada, a long-lost European tribe. Of the people, the explorer wrote: "A point of some interest is our discovery of some people in South-Western Victoria Land who are strikingly non-Eskimo in type—in fact, look more like North-Europeans than Eskimos. Their speech and culture are Eskimo." It is thought possible that the

tribe, which number about two thousand, are direct descendants of the following of Lief Ericksen the Lucky, who went to Greenland from Iceland about the year 1000, and later discovered the north coast of America. All the individuals in the photograph, which was taken by Mr. Stefansson, have light eye-brows, and those who have beards have them ranging from dark to light brown. The second man from the right has light-blue eyes.

SCIENCE &

NATURAL HISTORY.



MEMBER OF THE FIRST ADVISORY COUNCIL FOR THE SCIENCE MUSEUM; SIR WILLIAM MATHER, P.C.

Sir William Mather is chairman of Messrs. Mather and Platt, owners of the Salford Iron Works. He is a Governor and Member of the Council of Owens College and Victoria University, Manchester, and Chairman of the Proebel Educational Institute of London. He has been M.P. for South Salford and the Gorton and Rossendale Divisions of Lancashire.

Photograph by Elliott and Fry.

Education, with a capital "E," is now to be the especial care of our rulers. It is to be something more than a leavening influence among us; it is to be a regenerating spirit, which is to transform us into beings as near perfection as human nature can ever hope to be. Well, perhaps. We will wait and see!

Everything depends on what is meant by education; and it remains to be seen whether these good intentions will form merely a pavement leading to instruction: or whether they will really materialise in the form of education. For these two by no means compass the same end. Our Council Schools provide instruction on a variety of subjects, but the green fruit there produced seems never to ripen into education. Nor are more pretentious schools much more successful in this respect. And this because there is no real grasp among us of what education means. It is not, as seems to be supposed, mere book knowledge, but the training of the mind to assimilate knowledge. Mere facts are useless: if we are to turn out educated men and women, we must endeavour to train the mind to *use* facts—to think, and thus broaden its outlook.

An attempt, however, to attain this end was begun some time ago, and this by means of "Nature Study," which has an immense future before it if only our mental governors will realise its capabilities. We shall be able to measure the qualifications of the educationists to educate by the response they make to the newly formed "Society for the Promotion of Nature Reserves." This is a great scheme to secure the preservation of parts at least of our native land, in all its primitive wildness; not merely the landscape features, or the purely botanical side of nature, but the birds and beasts and the hosts of more lowly creatures which dwell there. Lack of education among us has led to the branding of all kinds of interesting, and



AMBROISE PARE DISCARDING THE USE OF CAUTERIES IN AMPUTATIONS

SCIENCE JOTTINGS.

EDUCATION AND NATURE STUDY.

ACCORDING to a recent pronouncement

often valuable, birds and beasts as "vermin," and as such they have been so ruthlessly slaughtered that many, like the sea-eagle and the osprey, the marten and the wild cat, to cite but a few

the exterminator, so far as Great Britain is concerned.

As guardians for posterity, we are as much in duty bound to preserve areas of our land in its pristine wildness as to preserve ancient pictures and works of art.

These are jealously guarded as objects beautiful in themselves, and because they have an "educational" value—because they serve to inspire the younger generation to higher ideals and yet greater things. But they can only inspire such members of the community as are interested in them. Those who are not will ever remain indifferent—and without a source of inspiration. Such as these commonly find their inspiration in the very places and things we have so long allowed to remain unguarded. And in a way they are more important. These wild places are sources of inspiration for the artist, as well as those who love the trees and the birds and beasts for their own sakes. The moralist, the sociologist, the psychologist, the philosopher must each in turn go into retreat in these fastnesses, if we are really to become educated, if we are really to get a grip and an insight into the mysteries of life—the highest aim of all education.

This Society, then, appeals to every member of the community. It is seeking to preserve for posterity, as a national possession, some parts at least of our native land, its fauna, flora, and geological features, from any interference of the hand of man; and it is asking all who have any knowledge of local areas of land which retain their primitive features and contain rare and local species, liable to extinction owing to building, drainage, and disafforestation, or in consequence of the greed of collectors, to communicate with the authorities. Often such areas are merely waste land, and hence, from neglect, have served as a sanctuary to species elsewhere exterminated. The British Museum of Natural History has been fixed upon as the headquarters of

this Society, and all who desire further information, or can help in furthering the scheme, should apply to the Secretary, Mr. W. R. Ogilvie Grant.—W. P. PYCRAFT.

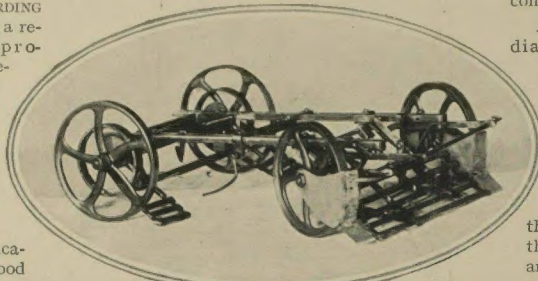
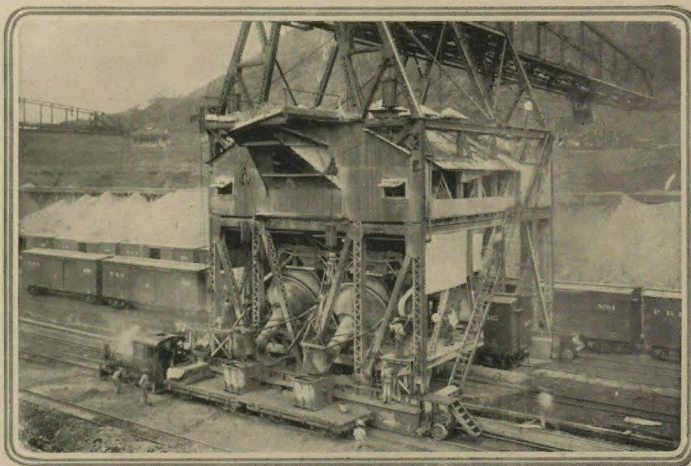


Photo. Record Press.

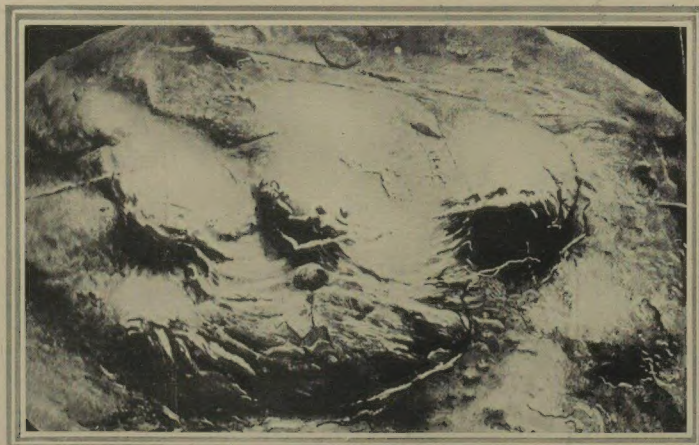
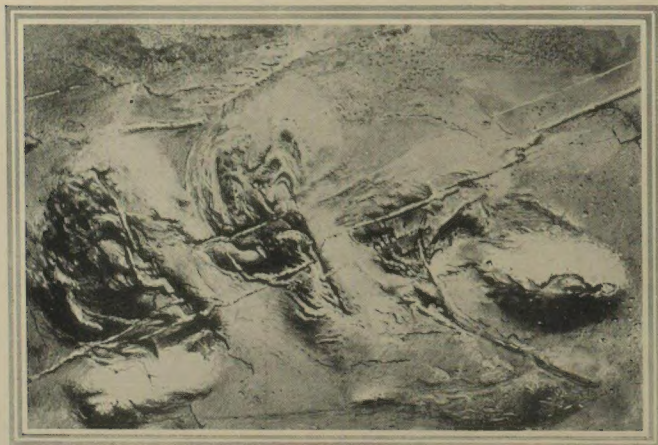
TO MAKE THE STREETS LESS PERILOUS FOR FOOT-PASSENGERS: THE LATEST SAFETY-DEVICE FOR MOTOR-OMNIBUSES.

This device, here seen in model form, is the invention of Mr. Say, and is designed for attachment to motor-buses. Anything touching the fence-like "bars" before the wheels automatically stops the engine, brings the brake into action, and thrusts out the "cow-catchers."



A BROODINGNAGIAN MECHANICAL-WORKMAN OF THE PANAMA CANAL: A GREAT CONCRETE-MIXER LOADING CONCRETE IN BUCKETS, AT THE PEDRO MIGUEL DOCKS.

examples, have been practically wiped out, so far as these islands are concerned. The promoters of this Society are endeavouring to stay the ruthless hand of



SIGNS OF A PREHISTORIC BEAST UNKNOWN UNTIL THE OTHER DAY: FOOTPRINTS OF THE NEWLY DISCOVERED PERMOMEGATHERIUM ZEILLERI, OF THE PERMIAN EPOCH.

Professor A. Delage, of Montpellier, made a momentous discovery the other day, in the Lower Permian schist of the Hérault Department of France, of some thirty footprints of a large, hitherto unknown quadruped of the Permian Epoch, which is generally considered to have produced the last trilobites and the first reptiles. The animal, members of whose species must have made these, the Professor has called *Permomegatherium Zeilleri*. Doubts might have been expressed as to the footprints had there not been so many of them so close to one another. They are contained in a space measuring no more than three metres (about ten feet) by four, and were made, evidently, by three-and-twenty animals. (See note elsewhere in this issue.)

FACING THE HUNTERS: A YOUNG LORD OF THE UGANDA FOREST.

COPYRIGHT PHOTOGRAPH BY CARL E. AKELEY; REPRODUCED BY COURTESY OF THE JOURNAL OF THE AMERICAN MUSEUM OF NATURAL HISTORY.



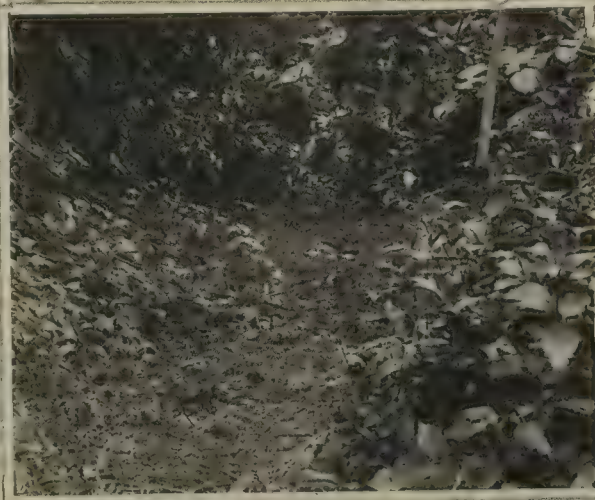
IN THE DIM RECESSES OF THE JUNGLE: AN ELEPHANT TOO SMALL AND TOO SHORT OF TUSKS
TO WARRANT THE USE OF THE RIFLE.

Writing of elephant-hunting in Equatorial Africa, Mr. Carl E. Akeley says, by way of description of this illustration: "Elephant-hunting brings much that is fascinating. Never to be forgotten was the moment when, after hearing the scuffling of great feet among leaves, we came face to face with one of the big beasts in the dim recesses

of the jungle. The photograph shows this young elephant, which was about the size of 'Jumbo.' His small size and short tusks did not warrant the use of the rifle." Mr. Akeley, by the way, was one of a party commissioned by the American Museum of Natural History to secure specimens for a group of African elephants.

SHOOTING AND TRAPPING ELEPHANTS: HUNTING AFRICAN FOREST GIANTS.

COPYRIGHT PHOTOGRAPHS BY CARL E. AKERV; REPRODUCED BY COURTESY OF THE JOURNAL OF THE AMERICAN MUSEUM OF NATURAL HISTORY.



1. WHERE COW-ELEPHANTS AND CALVES SPEND MUCH TIME, FEEDING ON ROOTS OF YOUNG BAMBOOS; AN OPEN WASTE IN THE JUNGLES OF MOUNT KENIA.
2. MAKING THOSE TRAILS WHICH ARE EASY TO FOLLOW THROUGH GRASS; ELEPHANTS TREKKING IN SINGLE FILE.
3. AWAITING ITS COVERING TO COMPLETE IT—FOR THE UNWARY BEAST TO FALL INTO IT AND BECOME WEDGED; A FRESHLY DUG ELEPHANT-PIT.

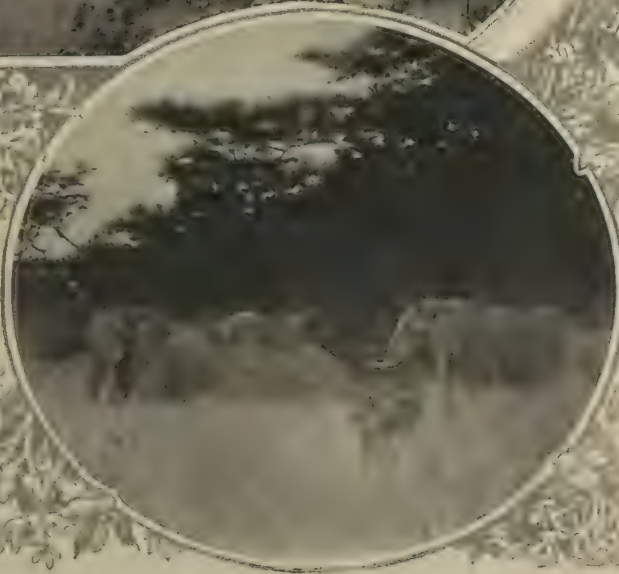
4. THE BIRTHPLACE AND NURSERY OF A BABY ELEPHANT; THE FOREST BED OF A COW-ELEPHANT.
5. TRACKED ALL-DAY, ONLY TO REVEAL THEMSELVES AS SMALL-SIZED TUSKERS; PART OF A HERD OF SEVEN BULL-ELEPHANTS.
6. COMPLETED BUT A FEW WEEKS, BUT ALREADY EFFECTIVELY CONCEALED BY A NEW GROWTH OF VEGETATION; A COVERED ELEPHANT-PIT.

With regard to the elephant-pit of the type shown in Illustration 5, the following note is given: "The top will be covered with cross sticks and concealed by earth loosely thrown over the sticks. The unwary elephant crashes through this cover, its great feet are wedged in at the bottom of the pit, and it suffers a lingering death." An elephant-pit is usually 9 feet deep, is large at the top (3 to 4 feet wide and 10 to 12 feet long), but tapers to a width of only 5 to 12 inches at the bottom. Pits are often made

in groups of three, one in the trail, and one a few yards at either side." With the sixth illustration is the following note: "The pit is a hidden menace to the hunter as well as to elephants. It is sometimes furnished at the bottom with sharp-pointed stakes; but, fortunately, this is not always true, so that a man may fall into one with no more serious results than a good shaking up." Pits were not used, of course, by the American Natural History Museum party.

ELEPHANT-HUNTING: GREAT BEASTS IN THEIR NATIVE AFRICAN WILDS.

COPYRIGHT PHOTOGRAPHS BY CARL E. AKELEY; REPRODUCED BY COURTESY OF THE JOURNAL OF THE AMERICAN MUSEUM OF NATURAL HISTORY.



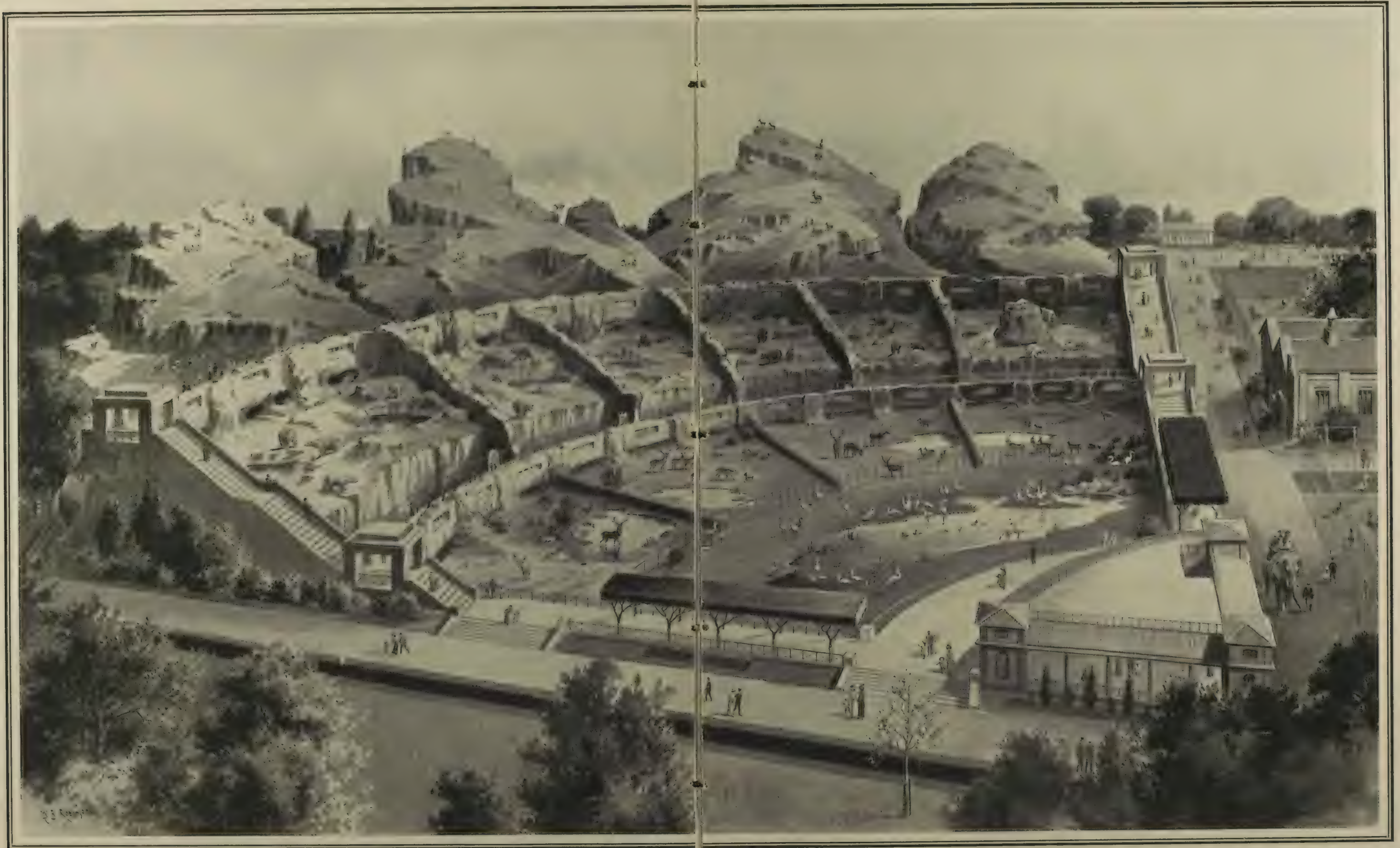
1. CHARGING AFTER HAVING BEEN ALARMED BY A SLIGHT NOISE, A COW ELEPHANT MAKING FOR THE HUNTERS.
2. UNDECIDED AS TO WHETHER HE SHOULD FOLLOW HIS MOTHER IN HER CHARGE AGAINST THE HUNTERS, A THREE OR FOUR YEAR OLD ELEPHANT.
3. SHOWING FOUR HERDS OF COW-ELEPHANTS AND YOUNG ANIMALS OF INFERIOR GRADE; THE PLATEAU TO THE EAST OF MOUNT ELGON, DESTITUTE OF LARGE SPECIMENS.
4. INACCURATELY FOCUSED AS THERE WERE ELEPHANTS ON THREE SIDES OF THE PHOTOGRAPHER! BULL-ELEPHANTS ENGAGED IN A MAKE-BELIEVE FIGHT.

Dealing with certain of the illustrations here given, Mr. Carl E. Akeley gives some interesting notes. Of that numbered 1 on this page, he says: "When approaching this cow from the rear, some slight noise was made, at which she wheeled and charged, paying the death penalty in consequence. The next cut [2 on this page] shows the offspring of this cow, a youngster three or four years old and quite able to take care

5. WITH ONE YOUNG BULL FACING THE HUNTERS AND READY TO CHARGE; A SMALL HERD OF ELEPHANTS WHICH BOLTED AT THE CLICK OF THE CAMERA.
- of himself." Of photograph No. 3 it is written: "Mr. Akeley inspected more than a hundred elephants in the Mount Elgon district without discovering a single large specimen, all the valuable elephants having been killed off by ivory-hunters. The herds remaining, having been unmolested for some years, are unusually vicious in temper." Photograph No. 2 shows typical elephant-hunting country.

DITCHES, STEEL ROCK-WORK, AND INVISIBLE NETTING IN PLACE OF BARS: THE PANORAMIC DISPLAY OF WILD ANIMALS.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



AS IT WILL BE AT THE LONDON "ZOO," PRESENT ARRANGEMENTS HOLDING GOOD: THE EXHIBITION OF BEASTS AND BIRDS IN NATURAL SURROUNDINGS, INSTEAD OF IN CAGES—
AS PLANNED FOR THE ZOOLOGICAL SOCIETY'S GARDENS AT REGENT'S PARK.

We are glad to be able to publish now this drawing illustrating the proposed "cageless" section of the "Zoo," which, thanks to the generosity of Mr. J. Newton Mappin, promises to add an enormous attraction to the gardens of the Zoological Society at Regent's Park. As we have pointed out before, the idea of exhibiting wild animals not behind bars, but, as far as is possible, in natural surroundings, is not new. At Hagenbeck's, in Hamburg, for example, a collection of animals of many sorts is kept in confinement not by unsightly bars, but by ditches they cannot jump, rock-work they cannot climb over, practically invisible netting, and other precautions not seen by the visitor. This fact, of course, does not in any way minimise the importance of the step the "Zoo" will take. As the drawing shows, the background of the "cageless" area will consist, as at present arranged, of artificial rock-work with peaks on which

goats, sheep, and chamois can climb. At the foot of these will be a terrace for visitors. Then will come a crescent with six enclosures for bears; each with its pond, shelter-caves, and rock-work. A deep ditch will separate these enclosures from the second terrace for visitors. Next will come four large paddocks for ruminants such as deer; and a large pond with space for water-fowl. In the artificial hills and rocks, which will be of steel and concrete, will be not only accommodation for animals, but offices for various service departments. Thus will be realised Mr. J. Newton Mappin's idea that such an "installation for the panoramic display of wild animals would be of great benefit to the community, and would be an important step in the successful efforts to make the London Zoological Gardens the best in the world from the point of view of the animals themselves and the visitors."

ART. MUSIC



PLAYING IN MR. JEROME K. JEROME'S NEW COMEDY AT THE PRINCE OF WALES'S THEATRE MISS MARIE POINT AS JOCELYN PENBURY IN "ESTHER CASTWAYS."

Photograph by Foultham and Banfield

MUSIC.

THE appeal of the Russian Ballet shows no sign of diminution, and Covent Garden, in the past fortnight, has worn the social garb of grand season. "Petrouchka," the novelty of last week, is essentially Russian in theme and treatment, and while its grotesque story gives great scope to the gifts of the principals—Mme. Karsavina and MM. Nijinsky and Kotchetovsky—the *corps de ballet* adapts itself with ease to the demands of a scene that presents an old-time Russian Fair. The music is quite out of the common and, divorced from the action of the stage, might be found quite intolerable, but it suits "Petrouchka," and everybody on the stage accepts and enters into the wayward spirit of it. A considerable section of the audience was hardly less bewildered than pleased. One cannot avoid the thought that the great majority of the Russian dancers must be musicians, and that those who lack definite musical knowledge must have at least a keen sense of rhythm. Not only in Stravinsky's work, but in "Thamar" and "Les Sylphides," the music, even in its most unconventional moments, was the breath of every movement.

"Elektra" has been revived, but it does not bring the old thrill. The unrelieved gloom, the occasional triumph of mere blatant sound, the irresistible tragedy of the story—all these things are against it. There must be light and shade even in Greek tragedy, and the light can only be expressed by music in terms



A PAINTER'S STUDIO—END OF ACT II ("PETROUCHKA")

of beauty. Unfortunately, Dr. Strauss is chiefly concerned with building up great masses of sound, often lying beyond the domain of analysis. The really beautiful passages that survive the scoring do not occupy twenty minutes of the performance; the rest is a strain upon ear and brain. Mme. Bahr-Mildenburg (Klytemnestra) and Mme. Fassbender (Elektra) gave unflagging effort to the work, but neither could always strive successfully against the orchestra. It is understood that "Salomé" will

THE DRAMA



LEADING LADY IN MR. JEROME K. JEROME'S NEW PLAY: MISS MARIE TEMPEST IN THE TITLE-PART OF "ESTHER CASTWAYS," AT THE PRINCE OF WALES'S THEATRE.

Photograph by Foultham and Banfield.

admirably played by the first-named company, and a trio in G major by Mr. Hurlstone was found to be at once effective and unpretentious. Mozart, Brahms, and Beethoven supplied the programme at Bechstein's—the first and last named being, perhaps, happiest in their interpreters. But the playing was animated and well considered throughout, and a large audience testified to London's unfailing regard for chamber music.

The New Symphony Orchestra, under Landon Ronald, gave another of its interesting afternoon concerts at Queen's Hall last week, and the "Unfinished" Symphony of Schubert was the chief attraction. An overture by Felix Weingartner proved to be of little, if any, musical worth; certainly it cannot rank in point of attraction by the side of the "Shepherd Fennel's Dance" of Balfour Gardiner, and the "Mock Morris" of Percy Grainger. Miss Phyllis Neilson-Terry made a first appearance on the concert platform and acquitted herself creditably in the new rôle.

Great interest attaches to the Balfour Gardiner series of concerts, of which the first has been given at Queen's Hall in the passing week, and the others are set down for Feb. 25, March 4, and March 11. Mr. Balfour Gardiner is not only a composer of great gifts, but he is an enthusiastic believer in the merits of British composers, and he will endeavour at each concert to justify the faith that is in him. The New Symphony Orchestra has been engaged for the series of concerts, which is deserving of the support of all who share the organiser's beliefs.



Photo. Earl.

FROM THE FIRST BALLET NEW TO ENGLAND GIVEN BY THE RUSSIAN DANCERS THIS SEASON: A SCENE IN STRAVINSKY'S "PETROUCHKA" AT COVENT GARDEN.

On the left is Mme. Karsavina, as the Dancer; on the right is M. Nijinsky, as Petrouchka.

be staged about Tuesday next, and that the present is the most successful of Mr. Beecham's seasons.

The London Trio and the Rosé Quartet were heard to advantage last week at the Æolian and Bechstein Halls respectively. Schumann's G minor Trio was

of great gifts, but he is an enthusiastic believer in the merits of British composers, and he will endeavour at each concert to justify the faith that is in him. The New Symphony Orchestra has been engaged for the series of concerts, which is deserving of the support of all who share the organiser's beliefs.



Photo. Foultham and Banfield.

A TACKS-INSPECTING SCENE IN "GET-RICH-QUICK WALLINGFORD," AT THE QUEEN'S THEATRE: J. RUFUS WALLINGFORD MR. HALF HAMILTON—ON THE EXTREME RIGHT GETS LEADING CITIZENS OF BATTLESBURY TO EXAMINE THE RUSTY TACKS IN HIS CARPET, FOR COMPARISON WITH HIS NEW INVENTION, COVERED TACKS.

THE ANTARCTIC TRAGEDY: THE LEADER'S WIFE AND TWO OF THE DEAD.

PHOTOGRAPH BY L.N.A.



ABOARD THE "TERRA NOVA" BEFORE THE JOURNEY OF TRAGIC ENDING: LIEUT. H. R. BOWERS, WHO DIED WITH CAPTAIN SCOTT AND DR. WILSON; MRS. SCOTT; AND CAPTAIN L. E. G. OATES, WHO "WENT OUT INTO THE BLIZZARD."—(LEFT TO RIGHT.)

Lieutenant H. R. Bowers, Royal Indian Marine, in charge of the commissariat, a member of the Southern Party who perished during Captain Scott's return journey from the South Pole, died, in company with Captain Scott and Dr. E. A. Wilson, the zoologist and artist, it is thought on March 29, 1912, in the tent set up by the three men, eleven miles to the south of the "One Ton" depot; that is to say, 155 miles from the base at Cape Evans. Captain L. E. G. Oates, of the Inniskillings,

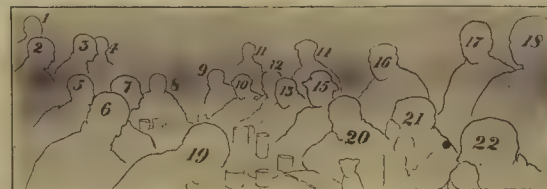
in charge of the ponies, died on March 17, 1912, after a heroic, painful struggle, with hands and feet frostbitten. Of his tragic end, Captain Scott wrote in his diary: "It was blowing a blizzard. Oates said: 'I am just going outside, and I may be some time.' He went out into the blizzard and we have not seen him since. We knew that Oates was walking to his death, but though we tried to dissuade him, we knew that it was the act of a brave man and an English gentleman."

ON A GREAT ADVENTURE FOR THEIR COUNTRY'S HONOUR: THE SCOTT EXPEDITION ABOARD THE "TERRA NOVA."

PHOTOGRAPH BY H. G. PONTING, F.R.G.S., CAMERA-ARTIST TO THE EXPEDITION; COPYRIGHT IN U.S.A. AND EUROPE.

BEFORE THE FINAL AND TRAGIC SOUTHERN JOURNEY
IN THE WARD-ROOM

In the message, contained in his diary of his journey to the South Pole and the disaster which overtook him and his companions on the return, Captain Scott said: "If we have been willing to give our lives to this enterprise, which is for the honour of our country, I appeal to our countrymen . . ."; and it may fairly be said that every member of the expedition served his country well whether he was called to the greatest duty of all, or to less perilous, but nevertheless important, work. On the return from the discovery of the South Pole, it seems unnecessary to repeat here, Captain R. F. Scott, Dr. F. A. Wilson, Lieutenant H. R. Bowers, Captain L. E. G. Oates, and Petty Officer Edgar Evans perished. The Central News telegrams state that before the "Terra Nova" left for New Zealand in March last, Surgeon Atkinson, who had been left in charge of the Western Party until the return of Captain Scott, dispatched Mr. Cherry Garrard and the dog-driver, Demetrie, with two dog-teams, to assist the Southern Party. He would have gone himself, but had to take



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|---|--|
| 1. B. C. DAY; Motor Engineer. | 11. D. G. LILLIE; Biologist. |
| 2. R. E. FISHLEY; Made Ascent of Erebus. | 12. G. L. SIMPSON; Physicist. |
| 3. E. W. NELSON; Biologist. | 13. F. H. R. DRANK; R.N. Secretary. |
| 4. E. L. ATKINS; R.N. Surgeon; Bacteriologist. | 14. C. H. HARRIS; Staff Surgeon; in Charge of Polar and High Seas. |
| 5. K. S. FENNIE; R.N. Surgeon; Bacteriologist. | 15. T. GRAN; Assistant Chief. |
| 6. H. F. DE P. ROSS; R.N. Surgeon; Bacteriologist. | 16. G. M. LEVICK; R.N. Surgeon; Zoologist, etc. |
| 7. J. GIFFITH JAYE; R. Gen. 2nd. | 17. L. E. G. OATES; Captain, Impending Dog-team; in Charge of Ponies and Dogs. |
| 8. E. R. G. K. EVANS; Lieut. R.N.; Second in Command. | 18. A. CHERRY GARRARD; Assistant Zoologist. |
| 9. CAPTAIN R. F. SCOTT; Leader of the Expedition. | 19. C. S. WRIGHT; Chemist. |
| 10. V. L. A. CAMPBELL; Lieut. R.N. | 20. W. M. BRUCE; Lieut. |
| 11. E. A. WILSON; Chief of Scientific Staff; Zoologist; Artist. | 21. F. DUNDAS. |
| | 22. H. L. L. PENNIE; R.N.; Magnetic and Meteorological Work. |

WHICH COST THE LIVES OF THE LEADER AND FOUR OTHERS:
OF THE EXPEDITION'S SHIP.

care of Lieutenant Evans, who was ill. This relief-party reached One Ton Depot, and then had to return. Mr. Cherry Garrard collapsed, having overtrained his heart; and his companion, too, was ill. Surgeon Atkinson and Petty Officer Keohane then set out as a relief, but had to return. The next relief expedition went to the aid of Lieutenant Campbell, leader of the Northern Party. This consisted of Surgeon Atkinson, Mr. Wright, and Petty Officers Williamson and Keohane. On October 30 last, Surgeon Atkinson, Mr. Cherry Garrard, Demetrie, and the dog-team formed one division of a search-party; while Mr. Wright, Mr. Nelson, Mr. Gran, Mr. Lashley, Petty Officers Crean, Williamson, and Keohane, and Steward Hooper formed the other. It was Mr. Wright's party which sighted Captain Scott's tent. Surgeon Atkinson, head of the combined search-party, which found the records of the dead men's achievements, read the burial service over the bodies, and set a cairn and a cross to their memory over the inner tent in which they buried them.

WITH FOUR OF THE SOUTHERN PARTY WHO PERISHED: A GROUP OF THE SCOTT EXPEDITION.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



SHOWING DR. E. A. WILSON (SITTING, FIRST ON LEFT); LIEUTENANT H. R. BOWERS (SITTING, SECOND ON LEFT); CAPTAIN R. F. SCOTT (STANDING, FOURTH FROM LEFT);
AND CAPTAIN L. E. G. OATES (STANDING, LAST BUT ONE ON RIGHT): MEMBERS OF THE SCOTT EXPEDITION IN POLAR KIT AND WITH SLEDGES.

Dr. E. A. Wilson, zoologist and artist to the ill-fated Scott Expedition, took his M.B. degree at Cambridge in 1900, and devoted himself to scientific research. He acted as surgeon to the "Discovery" Antarctic Expedition of 1901-4, and produced excellent water-colour and other sketches concerning it. He was head of the scientific staff of Captain Scott's Expedition. Lieutenant H. R. Bowers was in the Royal Indian Marine before joining the Expedition. Captain Scott's record is dealt with

under portraits of him given elsewhere in this issue. Captain Oates served in the South African War in 1901-2, and was severely wounded. He was mentioned in dispatches, and was awarded the Queen's Medal with five clasps. The fifth member of the Southern Party who perished was Petty Officer Evans, R.N., in charge of the sledges and equipment, who died from concussion of the brain on February 17, 1912.

BY A FAMOUS ETCHER: AN EXAMPLE OF ETIENNE'S WORK.

FROM THE DRY-POINT BY ADRIEN ETIENNE; PUBLISHED BY THE MAISON DEVAMBEL.



FROM A MASTER'S NEEDLE: XI.—"WAITING."

We are glad to be able to continue here the interesting series of dry-points by Adrien Etienne, the famous French etcher, a number of examples of whose work we have published from time to time.

THE ILL-STARRED BRITISH ANTARCTIC EXPEDITION: ITS LEADER.

PHOTOGRAPH BY H. G. PONTING, F.R.G.S., CAMERA-ARTIST TO THE BRITISH ANTARCTIC EXPEDITION; COPYRIGHT IN U.S.A. AND EUROPE



IN HIS POLAR KIT AND ABOUT TO START ON A DEPÔT-LAYING JOURNEY: CAPTAIN ROBERT FALCON SCOTT—
MOUNT EREBUS IN THE BACKGROUND.

On the afternoon of February 10 came two statements of very serious import. The first said: "The 'Terra Nova' has arrived in New Zealand waters more than a month earlier than had been arranged, in consequence of a serious calamity having overtaken the Expedition. The exact nature and extent of the calamity are not yet known, but the Central News regrets to learn that it is of a grave character. Further details are

awaited with the utmost anxiety." Very soon after came a telegram from New Zealand which said: "Captain Scott reached the South Pole on January 18 last year. The party was overwhelmed in a blizzard on their return journey, and Captain Scott and the entire Southern party perished." It was the intention of the Expedition not only to seek the South Pole, but to carry out much important scientific research.

THE COMMANDER OF THE ILL-STARRED BRITISH ANTARCTIC EXPEDITION.

PHOTOGRAPH BY THOMSON



THE BRITISH EXPLORER WHO REACHED THE SOUTH POLE ON JANUARY 18, 1912: CAPTAIN ROBERT FALCON SCOTT, R.N.

Captain Robert Falcon Scott was born at Devonport in June 1868, eldest son of the late John Edward Scott, of Outlands. He entered the Navy in 1882. He was at the head of the National Antarctic Expedition of 1900-04, on which he was accompanied by, amongst others, Sir Ernest (then Lieutenant) Shackleton. On July 16, 1910, he left London to take command of the British Antarctic Expedition; and he left Port Chalmers, New Zealand, at the end of November of the same year. He then ex-

pected to reach the South Pole in December 1911. According to the telegrams of February 10 last, he attained his object on January 18, 1912; that is to say, thirty-five days after Captain Roald Amundsen had reached the South Pole. The "Terra Nova" left Lyttelton on December 15 last to relieve the Expedition, and Mrs. Scott left England last month for New Zealand, with the object of meeting her husband there in March.

THE FINEST UNITS OF THE NAVAL FORCES OF THE WORLD: STANDARDS OF STRENGTH.

DRAWN BY OUR SPECIAL ARTIST, NORMAN WILKINSON, R.I.



SHIPS BY WHICH THE POSITIONS OF NATIONS ARE ESTIMATED: THE DREADNOUGHTS OF THE POWERS.—I. GERMANY.

We need scarcely emphasise the point that naval strength is at present estimated chiefly by those ships generally called Dreadnoughts *tout court*, which in reality, of course, comprise not only Dreadnoughts, but improved Dreadnoughts and super-Dreadnoughts. In beginning our series of drawings illustrating the Dreadnoughts of the Powers, we feel that we cannot do better than start with that dealing with Germany, particularly having regard to the statement made by Admiral von Tirpitz

the other day, as first reported by the semi-official Telegraph Agency of Berlin. To take a typical German Dreadnought, it may be said that the "Kaiser" displaces 24,500 tons, and has a water-line length of 564 feet, a beam of 95½ feet, and a maximum draught of 27½ feet. The armament is as follows: ten 12-inch, 50 cal.; twelve 6-inch; twelve 24-pounders, and six submerged torpedo-tubes (22-inch).

GUNS THAT CAN GO WHEREVER A MAN CAN: INFANTRY "ARTILLERY."

DRAWN BY R. CATON WOODVILLE.



CARRIED, STRETCHER-FASHION, BY TWO MEN, AND EACH FIRING ABOUT 600 SHOTS A MINUTE: THE SMALL AND EXTREMELY PORTABLE QUICK-FIRERS USED BY THE BULGARIAN INFANTRY AGAINST THE TURKS.

The small and extremely portable quick-firer here shown in use by Bulgarian infantry has proved of the greatest value to King Ferdinand's army during the war against Turkey. Each gun is carried, as a stretcher is carried, by two men, and there are two others attached to it as ammunition-bearers. Anywhere a man can go the gun

can go: hence its importance. It fires about six hundred shots a minute, using the ordinary rifle cartridge. For the benefit of the layman, it may be pointed out that what looks like a large barrel is the water-cooling jacket; the barrel proper is seen protruding from this.

RULERS OF TURKEY: YOUNG TURK SUCCESSORS OF THE KIAMIL CABINET.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU



- | | | |
|---|--|--|
| 1. OSKIAN EFFENDI, MINISTER OF POSTS AND TELEGRAPHS. | 2. ESSAD, THE SHEIKH UL ISLAM. | 3. PRINCE SAID HALIM, PRESIDENT OF THE COUNCIL OF STATE. |
| 4. DJELAL BEY, MINISTER OF MINES, FORESTS, AND AGRICULTURE. | 5. MARSHAL MAHMUD SHEVKET PASHA, GRAND VIZIER AND MINISTER OF WAR. | 6. IBRAHIM PASHA, MINISTER OF JUSTICE. |
| 7. HADJI ADIL BEY, MINISTER OF THE INTERIOR. | 8. RIFAAT BEY, MINISTER OF FINANCE. | 9. BATZARIA EFFENDI, MINISTER OF PUBLIC WORKS. |

The dramatic fall of the Kiamil Cabinet, during which Nazim Pasha, the Turkish Generalissimo opposed to the Allied Armies of the Balkan States, was shot dead, was followed speedily by the choice of a new, and, of course, Young Turk Cabinet, with Marshal Mahmud Shevket Pasha at its head. At the same time, Halil Bey, uncle of Enver Bey, was appointed Commandant of Constantinople; and those members of Kiamil Pasha's Cabinet who had been kept in confinement were released. These portraits of new Ministers were taken the other day. The Cabinet includes also Ministers for Foreign Affairs, Marine, Public Instruction, and Pious Foundations.

THE GERMAN MOUTHPIECE OF THE 10 TO 16 BATTLE-FLEET RATIO.

PHOTOGRAPH BY HERBST



REPORTED TO HAVE ACCEPTED THE BRITISH GOVERNMENT'S "RATIO OF TEN TO SIXTEEN BETWEEN THE GERMAN BATTLE FLEET AND THE ENGLISH BATTLE FLEET": GRAND ADMIRAL ALFRED VON TIRPITZ, IMPERIAL SECRETARY FOR THE GERMAN NAVY.

At the end of last week came the unexpected report, which has since been corroborated, from Berlin, that Grand Admiral von Tirpitz, Imperial Secretary for the German navy and the pioneer and creator, under the ruler, of German sea-power, had announced that, as head of his department, he would have no objections at all to raise against Mr. Winston Churchill's "ratio of ten to sixteen between the German

Battle Fleet and the English Battle Fleet as acceptable for the next few years." Precisely what this means remains a question answered in many different ways. Admiral von Tirpitz was born on March 19, 1849. In 1890 he was appointed Chief of Staff to the command of the Baltic Naval Station. In 1897 he became Secretary for the Imperial Navy; in 1898 he was made a Minister; in 1903, Admiral.

LITERATURE



MISS M. A. MURRAY.

Whose "Ancient Egyptian Legends" has been published by Mr. John Murray.

"Motor-Cars and Their Story."

There seems to be no end to the making of books on the subject of the motor-car. In "Motor-Cars and Their Story" (Cassell and Co.), Mr. F. A. Talbot has attempted

THE FIRST MOTOR-CAR (STEAM-DRIVEN) BUILT IN ENGLAND: WILLIAM MURDOCK'S VEHICLE, MADE ABOUT 1781.

Photograph by permission of Sir Richard and Mr. George Tangye.

"William Murdock, the well-known assistant to James Watt, was as ingenious and industrious as his employer."

From "Motor-Cars and Their Story."

Petroleum.

It can scarcely be said that such a title as "Petroleum: The Motive Power of the Future" (Hodder and Stoughton) is suggestive of romance, nor is the work intended to be in the least

LADY GREGORY.

Whose "New Comedies" is announced by Messrs. G. P. Putnam's Sons.



CLAIMED TO BE THE FIRST BRITISH-BUILT OIL-DRIVEN MOTOR-CAR: MR. JOHN HENRY KNIGHT'S VEHICLE OF 1895.

"Mr. Knight's first car was three-wheeled, but . . . he altered the vehicle to four wheels, and as such it ran at the opening of the Crystal Palace Motor Exhibition in May, 1896."—[From "Motor-Cars and Their Story."]

with some success to tell the story of the development of the self-propelled vehicle from its earliest inception down to the present time, and to trace progressively the steps by which it has advanced to the stage of relative perfection which it has reached to-day. His opening chapter on "The Birth of the Motor-Car" is interesting and well done, though necessarily it covers ground which has been traversed on many occasions. There is just one debatable point to which reference may be made, and that is that he gives credit to Mr. J. H. Knight for having constructed the first British internal-combustion-engine motor-vehicle. The point is one which even now has not been satisfactorily settled, though the balance of proof is really against Mr. Knight. The author evidently has ideas on the subject of construction, inasmuch as we find him laying down principles which, to put it quite mildly, have been discarded as improper long ago, at least so far as practice on this side of the Atlantic is



LIKE A YACHT UPSIDE DOWN: A 200-H.P. UNION PACIFIC TORPEDO RAILWAY PETROL MOTOR-CAR.

"It is built throughout in steel . . . the design of the body somewhat resembles that of a yacht turned upside down . . . with the similarity further enhanced by circular windows resembling port-holes. . . . There is a six-cylinder vertical water-cooled engine, which develops 200 h.p."

From "Motor-Cars and Their Story."

in war, though in connection with the author's remarks on the latter it is a little difficult to follow him when he prophesies that the horse is destined to disappear from the battlefield because "the motor-car is able to perform any office that hitherto has demanded equine effort, and to greater effect." Without this note the chapter might have been allowed to pass as interesting and informative, but such an expression of opinion as that quoted is apt to impel the reader seriously to question the authority of the writer. However, these are possibly minor points. Mr. Talbot writes with an easy style, and makes even the commonplace interesting.

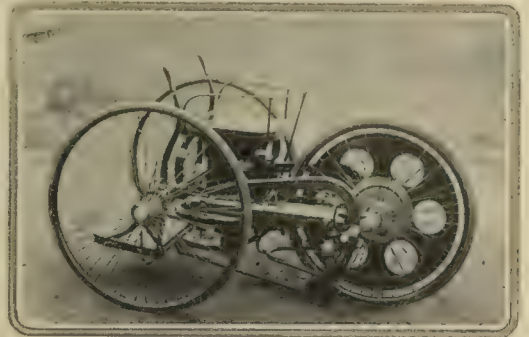


CLAIMED TO BE THE FIRST PETROL MOTOR-CAR: THE VEHICLE BUILT BY SIEGFRIED MARKUS IN 1875.

Photograph by permission of the K. K. Österreich. Automobil Club, Vienna.

"Who invented the automobile? . . . Siegfried Markus appears to be entitled to the distinction . . . as he evolved a petrol-driven car in Vienna in 1875. . . . Markus had the engine completed about 1860." He was born at Malchin, Mecklenburg, in 1831.

From "Motor-Cars and Their Story."



THE FIRST SELF-PROPELLED PETROL-DRIVEN BRITISH VEHICLE: THE BUTLER TRI-CAR, WHICH ANTICIPATED THE MOTOR-CAR.

"The petrol-driven vehicle, fundamentally as it is known to-day, was evolved in London by Edward Butler. His vehicle was a tri-car, and was devised in 1883." From "Motor-Cars and Their Story."

romantic; but the authors, Dr. W. Sheldon Tower and Mr. John Roberts, have certainly succeeded in telling the story of petroleum in a manner which lifts it far above the commonplace. They take us back to the days of Babylon and Nineveh, and show us that petroleum, or some closely related bitumen, played no small part in the construction of those ancient cities. From the facts put before us, it seems fairly certain that petroleum was known and used at least two or three thousand years before the beginning of the Christian Era—even if it were not the "slime" which the builders of the Tower of Babel had for mortar. Right down through the ages to modern times, with their rich "strikes," we are taken in easy, chatty style, until we come to some sort of understanding of the enormous influence of petroleum on the industries of the present, and begin to realise how tremendous is the future of liquid fuel. Without aspiring to rank as a textbook, the volume is certainly valuable.



THE MOTOR-CAR IN WAR: AN ARMOURD SPANISH CAR, SHOWING GUNS AND RIFLES TRAINED THROUGH LOOPHOLES.

By permission of Messrs. Schneider and Co.

"The famous Renault firm of Schneider et Cie built an excellently serviceable armoured car for the Spanish military authorities. . . . In all vehicles of this class, there is one very weak point, the wheels. . . . A well-planted missile . . . would bring the car to a standstill."

From "Motor-Cars and Their Story."

AERIAL HISTORY MADE AND MAKING: 'PLANES PAST AND PRESENT.



Photo, Illustrations Bureau.

GRIM RELIC OF AN AVIATION TRAGEDY: THE REMAINS OF MR. L. F. MACDONALD'S AEROPLANE, LOST IN THE THAMES WITH PILOT AND MECHANIC, AND RECENTLY RECOVERED BY GRAVESEND FISHERMEN.

It will be recalled that Mr. L. F. Macdonald and his mechanic, Harry England, fell with their aeroplane into the Thames at Long Reach on January 13, and were both drowned before help could reach them. The remains of the machine were recovered, a mile further up stream, by some fishermen of Gravesend on February 5, but neither of the bodies was found. The machine, which was under water when discovered, was beached on the Essex shore. The men who found it receive a reward of £50.



A "CEMETERY" FOR DAMAGED MILITARY AEROPLANES: A CAMP OF BULGARIAN AIRMEN DURING THE WAR

As mentioned and illustrated from time to time in these pages, airmen have played a not inconsiderable part in the Balkan War. The Bulgarians have been especially active in making use of the new arm in connection with the siege of Adrianople, and for scouting purposes in general. Before the outbreak of the war last year, both Bulgarian and Turkish officers came to England to learn aviation. One airman in the service of the Bulgarians was shot by the Turks while flying over the Tchataldja Lines.



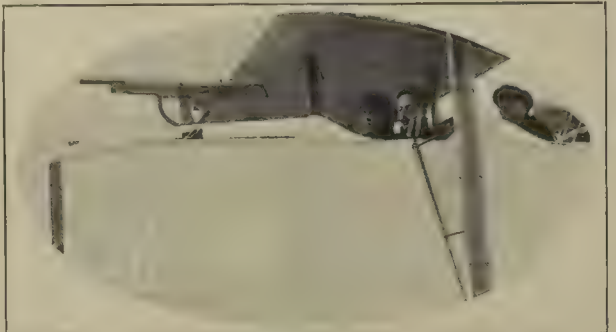
Photos, Topical.

ABOUT TO LEAVE FOR A RECONNAISSANCE OVER ADRIANOPLE: A BULGARIAN AIRMAN ON A FRENCH BIPLANE.



SAID TO BE THE FIRST BRITISH-BUILT WAR-PLANE EQUIPPED BOTH FOR OFFENCE AND OBSERVATION: A SIDE VIEW, SHOWING THE GUN.

This machine, which it has been arranged to exhibit at the Aero Show at Olympia, carries a quick-firing gun and three men—pilot, gunner, and observer. Hitherto, it is claimed by the makers—the Grahame-White Aviation Co., Ltd., that no aeroplane has been built in this country combining such means of offence and observation. The engine (of 120-h.p.) is placed in front, driving the propeller behind the planes by a shaft. Thus the observer and gunner have a clear view ahead. The gun can be operated at fifty degrees vertically and ninety degrees horizontally. The aeroplane attains a speed of sixty to seventy miles an hour.



CARRYING A GUNNER AND OBSERVER AS WELL AS THE PILOT: THE NEW MILITARY BIPLANE OF THE GRAHAME-WHITE AVIATION COMPANY.



Photo, Paveridge.

THE FIRST MUSEUM OF AVIATION: AN INTERESTING NEW COLLECTION IN THE SCIENCE MUSEUM AT SOUTH KENSINGTON.

In the Science Museum at South Kensington there has been established what is probably the first collection of exhibits relating entirely to aviation. It contains a number of models of now historic aeroplanes and air-ships. Among them are the military air-ships "Beta," "Gamma," and "Delta," the "Lebaudy II," and the air-ship "Nulli Secundus." There are also models of the Cody man-lifting kite, and of the earliest inventions of Wilbur Wright, Farman, Santos Dumont, and other pioneers of aviation.



Photo, C.N.

WITH MAPS STILL ATTACHED TO HIS LEGS, A GREEK AIRMAN AND AN OFFICER MET BY A GENERAL AFTER FLYING OVER THE TURKISH FLEET.

On the left is the airman, Michaelis Mutusis, with the maps used during the flight still attached to his legs. In the centre is an officer named Maraltimis, who accompanied him. They are seen being greeted by General Sapungakis (on the right), Commander-in-Chief of the Greek Army in Epirus, just after landing from a reconnaissance in a water-plane over the Turkish fleet in the Dardanelles. They started from Lemnos and covered 112 miles in 2½ hours. Several bombs were dropped on to war-ships and forts. Some Turkish vessels fired at them, but failed to hit them.

"Teach without noise of words—without confusion of opinions—without the arrogance of honour—without the assault of argument."

THE KING OF PHYSICIANS—PURE AIR

STRENGTHEN YOUR LUNG TISSUES AND THUS INCREASE THE VIGOUR AND RESISTING POWER OF YOUR BODY.

"Thirty deep inspirations taken every morning in a pure atmosphere will do more for the colour of the cheeks than a tumbler of Chalybeate or a dose of Iron Pills."—NIEMEYER.

"The worst strain of modern city life is not on the Brain but on the Lungs. A large percentage of the Germs of our deadliest diseases will die in from half an hour to two hours in well-lighted, well-ventilated rooms, and nearly all of them perish quickly in direct sunlight and in the open air."—HUTCHINSON.

"Remember that it has now been well proved that this disease (Pneumonia) owes its origin to the Tubercle Bacillus—a germ which is practically universal and ubiquitous, but which is unable to grow or to take root properly unless it can be undisturbed in its quarters for about eleven clear days. Now, what chance has such a germ to settle in the lungs of an individual who at stated times freely admits nearly eight times the normal amount of pure life-giving air, reaching to the farthest recesses of his lungs? Practically none."—A. BRYCE, M.D., D.P.H.



G. B. Cipriani, Fecit.

Engd. by P. Bartolozzi.

WINTER.

"All Nature feels the renovating force of Winter, only to the thoughtless eye in ruin soon."—THOMSON.

"All disease is the same in all parts of the body. Its cause, morbid humour, which obstructs the circulation of the blood and the electricity or motive power of the brain. Its source, Indigestion and Constipation, or the Putrefaction arising therefrom."—W. RUSSELL.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age as well as of a large proportion of the diseases of adult life, is the process known as 'Auto-Intoxication,' or self-poisoning.

"This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs or microbes, which infest the bowel, and which flourish most where bowel cleanliness least obtains.

"The dual problem therefore of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted, or prevented, or in other words how the bowel may be kept clean."—CHARLES REINHARDT, M.D.

There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

ENO'S 'FRUIT SALT'

AN IDEAL PREPARATION FOR THE WINTER—HEALTH-GIVING, REFRESHING AND INVIGORATING.

Where it has been taken in the earliest stages of a disease, it has, in innumerable instances, prevented a Serious Illness. Its effect upon any Disordered, Sleepless, or Feverish Condition is simply Marvellous.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.

MONTE CARLO SPORTS.

IDEAS of sports and attractions conceived by M. François Blanc, the creator of that prosperous undertaking which has developed and brought under universal notice the Principality of Monaco, have been developed to an incredible extent by his son and successor, M. Camille Blanc, the chairman of the society controlling events of each succeeding season. No Mother Shipton bestriding her besom and hovering over the barren rock of Monte Carlo some fifty years ago could possibly have prophesied all the wondrous changes which have taken place within half a century. Historians have traced the progress wrought since then, although few had any inkling of the changes which would astonish the annual cosmopolitan visitors through the establishment of the International Sporting Club. M. Santos-Dumont was among the first to demonstrate the possibility of navigating the air, and the exhibition he gave at Monaco may be said to have paved the way to further and more extended excursions into regions hitherto unexplored, and, according to many, destined to become the battle-field of a near future. Air and water are to be at the command of the destroying angel, and it may be said that the Principality of Monaco brought under the notice of Europe new aspects of the two elements destined to maintain an armed peace or wage a war of extermination.

The International Sporting Club was in an excellent position to confirm its title. The Monaco harbour, with its depth of water, sufficient to offer shelter to Transatlantic steamers, and even Dreadnoughts, was not the safest in the Mediterranean with half a gale from the south-west. Underwriters demanded a higher premium for insurance. The promise of a new line of rail connecting with Italy gave hope that Monaco would become a commercial port of considerable importance, and induced the authorities to make every preparation for the success of such a scheme. Huge breakwaters were constructed, and the new quays are now being built. The connection between the projected Custom-House and landing-quays and the railway-station at Monaco has been established. Even a more

important result has been obtained. The port of Monaco was sparsely patronised by those who cruised about in the Mediterranean with their own craft. Owners have perceived the advantages offered, for during the season flags of all nations, representing the different crack clubs, are seen from sunrise to sundown displayed by steam and sailing-vessels sheltered in an ideal harbour under the lee of Monte Carlo. Transatlantic steamers now make Monaco a port of call. Visitors from America have acknow-

valuable prizes offered by the committee of the International Sporting Club gave a stimulus to the boat-building trade and to the constructors of motors. They may assign the bay of Monaco as the birthplace of two very important branches of industry. Each year has shown some new feature in connection with the Monaco trials. The aeroplane has dwarfed the experiments of M. Santos-Dumont, and the man-bird skimming in the sunny blue sky over the mountains, stopping here and there,

alighting and descending at will, gave an idea of the services to be rendered during a campaign such as that which has recently taken place in the Balkans, and in which airmen have played their part. The aerial scout on his biplane has come to stay, and may yet prove an important factor in the maintenance of peace and goodwill among men. With modern explosives and the precision with which they can be dropped from great heights by the experienced aviator; with the submarine, and the more speedy motor-boat, one might think war was becoming impossible; but these things lie on the knees of the gods.

The Exhibition at Monaco for the month of April next is to be even more comprehensive than its predecessor. A special class has been opened for cruisers under the auspices of the British Motor-Boat Club for craft not exceeding 21 ft. in length, with a handsome cup offered by the B.M.B.C. for the winner, giving promise of an interesting race. Further, the tests required for the new category, the hydro-aeroplane, which were of absorbing interest twelve months ago, promise to attract even more attention this season. They are

to commence on April 4. Each pilot must be accompanied by a passenger; or, in default, a couple of sacks of ballast weighing together eleven stone must be carried. The machine must show its ability to rise from the water and again descend: to be transformed from an aeroplane to a waterplane at will. In fact, some incidents along the course to be traversed convert the event into an aquatic steeplechase in the Monte Carlo roads. A couple of thousand sovereigns has been voted by the International Sporting Club to be bestowed in prizes for the encouragement of owners, builders, and motor-constructors.



OF THE TYPE TO BE SEEN AT THE MONACO EXHIBITION NEXT APRIL: A HYDRO-AEROPLANE AT MONTE CARLO.

ledged the advantages offered by patronising steamers bound for the Mediterranean, saving them a long journey across the Continent, with the eccentricities of a cross-Channel steamer as an introduction to the pleasure-trip.

Taking into account the tastes of the day for mechanical traction, the International Sporting Club, presided over by M. Camille Blanc, organised some ten years since an exhibition of motor-boats at Monaco with public trials of the different craft exhibited in the sea to demonstrate their stability and quality of the engines or methods of propulsion. Speed and seaworthiness formed the tests. The

THE WELL-KNOWN PRACTICAL VALUE OF ELLIMAN'S

Embrocations in the treatment of ailments named in the Elliman Booklets is established by results. That Elliman's Embrocations will allay pain, check inflammation, also promote rapid healing, if judiciously applied (*i.e.*, according to the instructions given in the Elliman Booklets) has for many years been recognised and acted upon daily, which accounts for a large sale of Elliman's resulting from recommendation. The R.E.P. Booklet, 96 pages, illustrated, is enclosed with bottles of Elliman's Universal Embrocation for Human Use, price 1/1½, 2/9 & 4/-. The E.F.A. Booklet (treatment of Animals), 72 pages, illustrated, is enclosed with bottles of Elliman's Royal Embrocation, for Use on Animals, price 1/-, 2/- & 3/6.

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ELLIMAN'S



EMBROCATION

GLORIOUS VICTORY FOR HARLENE HAIR-DRILL.

Baldness, Greyness, and Scalp Disorders Disappear Before Power of Royal Hair Specialist's Great Discovery Like Snow Beneath Sunshine.

ONLY A FEW MORE FREE OUTFITS FOR GROWING LUXURIANT AND BEAUTIFUL HAIR BY THIS WONDERFUL TOILET METHOD NOW LEFT—WRITE AND GET YOURS TO-DAY BEFORE TOO LATE.

"Harlene Hair-Drill" has won a glorious victory! Everywhere Baldness, Greyness, Scurf, and other Hair disorders are vanishing before its power like snow beneath the noonday sun.

People who have been bald for years are growing new, healthy heads of hair by this wonderful method, which only takes two minutes a day to practise. Grey hair is recovering its original hue. Weak hair is becoming strong. Men and women are making themselves look years younger through the increased beauty and health of their hair, brought about by practising this wonderful toilet method every reader has now the opportunity of following for a week Free of Charge.

These are the messages that are being received at the Headquarters of the National Campaign against Baldness and Greyness, 104, High Holborn, London, W.C.

Over 2,000,000 Free Harlene Outfits Given Away.

Over 2,000,000 Free Harlene Hair-Drill Outfits have now been given away by Mr. Edwards, the Royal Toilet Specialist.

Each Gift Outfit contains a seven days' supply of all the Toilet Essentials required for growing luxuriant and beautiful hair by means of Harlene Hair-Drill.

Each Free Gift contains—

(1) A trial bottle of Edwards' Harlene for the Hair. This delightful preparation feeds the hair and stimulates the hair-roots. It makes the hair soft and glossy, and invests it with a beautiful lustre and luxuriance.

(2) A packet of 'Cremex' Shampoo Powder for the Scalp, which dissolves scurf, banishes irritation and itching of the scalp, and prepares the Hair for the Hair-Drill Treatment.

(3) A special copy of the illustrated Secret Manual of Hair-Drill, containing all the rules of this wonderful toilet method, which is practised by royalty every day; which cures Baldness, Greyness, and other forms of Hair Weakness, and makes the hair beautifully soft and silken, and wonderfully glossy, well-coloured and abundant.

Wonderful Success Reported from all over the Country.

Every day Mr. Edwards is literally inundated with the reports of the wonderful success achieved by Harlene Hair-Drill.



Shampoo your hair once a week with "Cremex" and drill it for a minutes daily with Harlene, and it will soon become abundant, glossy and beautiful. You can do this free of charge. A few more Free "Hair-Drill" Outfits for banishing Baldness, Greyness and other Scalp and Hair Weakness can be obtained at the Harlene Headquarters, 104, High Holborn, London, W.C. The Coupon below, used to-day, will bring you one of these wonderful Toilet Outfits as a Free Gift for your Hair. Write to-day.

Thousands of letters are daily being received from delighted recipients of these free gifts.

"How can I thank you enough," writes one, and the letter is typical of them all, "for what your generous gift has done for me?"

"It has cured my baldness of seven years' standing."

"It has removed all scurf from my scalp. Now my hair is growing thickly all over my head, and it has made me look ten years younger than I did before practising Harlene Hair-Drill. You are a public benefactor, and I cannot thank you sufficiently."

Mr. Edwards is delighted at the success of his great national campaign.

All the more is he pleased, seeing that the free outfits prepared for this gigantic fight against Hair-Poverty have nearly all been distributed.

Here are some of the Hair Weaknesses and Scalp Disorders absolutely and quickly cured by "Harlene Hair-Drill."

Baldness	Greyness, total or partial
Falling Hair	Scurf and Dandruff
Thin Weak Hair	Greasy Hair
Straggling Hair	Splitting at the Ends
Lustreless Hair	Dull Discoloured Hair
Lank Straight Hair	Dry Brittle Hair
Scanty Hair	Irritation of the Scalp

To obtain one of these Gift Outfits all you must do is to cut out the following coupon. Fill up your name and address. Enclose 3d. in stamps to pay the postage of the return Outfit. Send the coupon and the stamps to the Edwards' Harlene Co., 104, High Holborn, London, W.C.

At any chemist's or stores you can obtain Harlene in 1s., 2s. 6d., and 4s. 6d. bottles; and "Cremex" in boxes of seven shampoos for 1s., or single shampoos 2d.

In case of difficulty in obtaining the above, send P.O. to the Edwards' Harlene Co., 104, High Holborn, London, W.C., and you will be sent what you require by return, carriage paid.

FREE COUPON FOR PRACTISING "HARLENE HAIR-DRILL."

To The EDWARDS' HARLENE CO., 104, High Holborn, London, W.C.

Dear Sir,—Please send me one of the few remaining Free Outfits for practising Harlene Hair-Drill specially reserved for readers of *The Illustrated London News*. I enclose 3d. in stamps to pay postage of above. (This takes the outfit to any address in the world.) Foreign stamps accepted.

Name

Address

"Illustrated London News" Feb 15, 1913.

FOOT'S ADJUSTABLE REST-CHAIRS.



Automatic
Adjustable
Back.

Simply press a button and the back declines or automatically rises to any position desired by the occupant. Release the button, and the back is instantly and securely locked.

The detachable Front Table can be used flat for writing or inclined for reading. When not in use it is concealed under the seat. The arms lift up and turn outwards, forming Side Tables for holding books, writing materials, etc.

The Adjustable Reading Desk and round Side Tray can be used on either side of Chair.

The Leg Rest is adjustable to various inclinations, and can be used as a footstool. When not in use it slides under the seat.

The only Chair combining these conveniences or that is so easily adjusted.

The Upholstery is exceptionally soft and deep, with spring elastic edges, and supports the entire body in the highest degree of luxurious comfort.

Would not one of these chairs add considerably to the enjoyment of your relaxation and rest?

CATALOGUE C 7 OF ADJUSTABLE CHAIRS FREE.

**171 NEW BOND STREET
LONDON W**

In Wet Weather.



The "Allenburys" Glycerine and Black Currant Pastilles

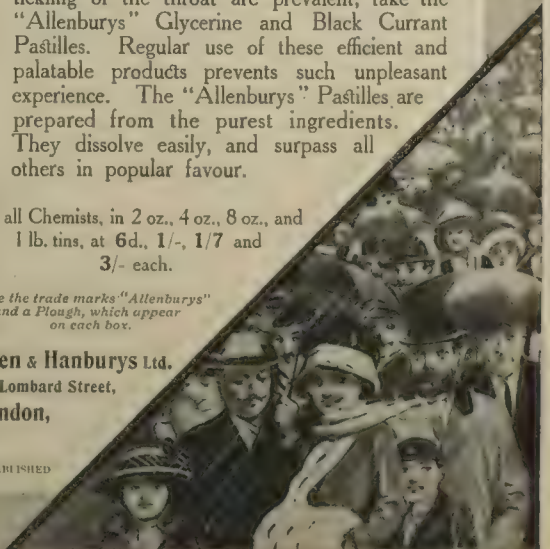
When husky, rough voice and uncomfortable tickling of the throat are prevalent, take the "Allenburys" Glycerine and Black Currant Pastilles. Regular use of these efficient and palatable products prevents such unpleasant experience. The "Allenburys" Pastilles are prepared from the purest ingredients. They dissolve easily, and surpass all others in popular favour.

Of all Chemists, in 2 oz., 4 oz., 8 oz., and 1 lb. tins, at 6d., 1/-, 1/7 and 3/- each.

Note the trade marks "Allenburys" and a Plough, which appear on each box.

Allen & Hanburys Ltd.
37, Lombard Street,
London,
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ESTABLISHED
1715.



NEW NOVELS.

"Child of Storm." It is quite amazing to persons, now in middle age, who remember the joy of first meeting Allan Quatermain when the world was young, to find him still pursuing an active career, in Sir H. Rider Haggard's latest novel. Stale? Not a bit of it. He is as full of "vim" as ever he was; and our impulse is to take our hats off to his creator, a novelist who, after a quarter of a century (it must be that) of novel-writing, can produce a romance as strenuous and thrilling as "Child of Storm" (Cassell). It is one of a series dealing with the bloodstained history of the Zulu kings; history in which, according to Sir Henry, Allan Quatermain and lovely woman play no inconsiderable part. There is a great fight between Cetewayo and his brother in this book that would make the veriest old fogey kindle with enthusiasm. There is witchcraft, superlatively creepy and well done; there are the fatal charms of beauty. Allan Quatermain, tough and wiry hunter, relates his adventures with his well known modesty, and invests the tallest yarn with the simple trappings of the truth. Zulu history was neglected in our schooldays; but there is no necessity to regret the oversight, seeing that it allows us to accept Mr. Quatermain's version with an unstinted appreciation. We can cordially recommend "Child of Storm" to all true lovers of Rider Haggard, the heroic chronicler of the actions of heroes, and we feel sure many will look forward eagerly to the next volume of the series.

"The Fool in Christ." We shall be very much surprised if Mr. Seltzer's translation of Gerhart Hauptmann's novel, "The Fool in Christ" (Methuen) finds favour in the eyes of the British public. Frankly, the subject it treats, which is as old as Christianity itself, is not attractive to the contemporary novel-reader, who possibly prefers to have his religious problems detached from his fiction. This may be either because he thinks about these things, or because he does not think about them. It may be a retrograde movement or a step in advance, the sign of a sluggish soul or a vigorous one: the fact remains. "The Fool in Christ" is a little unwieldy—pathetically so, with the unwieldiness of powerful hands bending to the most delicate work. It is the life of a peasant evangelist who finds, as his Master

foretold for him and all his kind, that the way of a Messiah leads to hunger, nakedness, and stripes. He moves among the outcasts and the weak; he is suspected of abominable wickedness; he is rejected; he drags his "Christ-mania" across middle Europe, and dies a forlorn death. There is food for thought, plenty of it, in Herr Hauptmann's four-hundred-odd pages, and if novels were required to be no more than vigorous illustrations of the New Testament, "The Fool in Christ" would be recognised as a noteworthy achievement. A certain frame of mind is,

however, necessary for its appreciation; and, without either approving or condemning our fellow countrymen, we can say with some conviction that it is not, at the present moment, a condition to be commonly found among them.

"Where are You Going To...?" Mrs Elizabeth Robins has turned her literary talent to the practical purpose of writing a tract for the times—perhaps, remembering "Pericles, Prince of Tyre," it is safer to say a tract for any times. That she has evolved one of the most poignant novels recently placed before the public shows how little the artist can be effaced by the advocate; though whether a piece of special pleading—an extreme instance—is likely to achieve much is a matter for argument.

At any rate, "Where are You Going To...?" (Heinemann) will be read by individuals who never see official papers and blue-books, where things as terrible are coldly set on record. People have lived for centuries unmoved to action by the piteousness of "Jenny's case"; it may be that this book will startle them into making it their business to see that recent legislation is enacted with sincerity of purpose. The story begins on a gentle note, that renders the final horror all the more vivid by contrast. Two sisters, gently bred and nurtured, sheltered by their mother from every breath of evil, ignorant of danger, beautiful, full of happiness and promise, are trapped into—as one of the characters puts it—"one of the most infamous houses in Europe." One escapes, and the other is left; and the reader is left, too, beating against the closed door of the tragedy. The climax is worked up with a fine simplicity, and the handling of her chosen material shows Miss Robins's genius at its best. She writes from the heart; and with a skill that is given to few

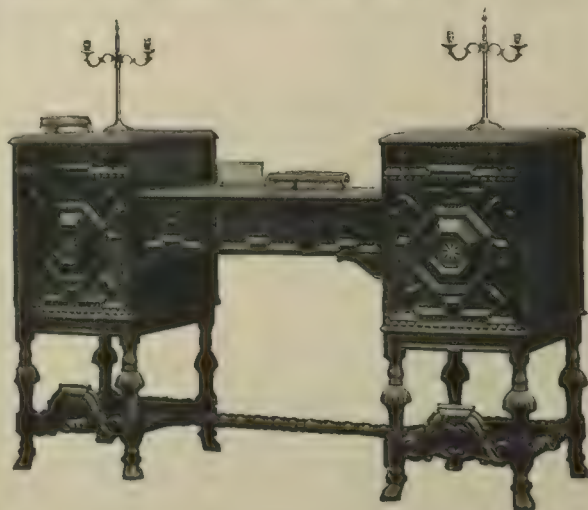


Photo. Newspapers Illustrations.

THE KEY TO CONSTANTINOPLE BY WATER: THE POINT OF THE GALLIPOLI PENINSULA, WITH THE TURKISH FLEET SHELTERING IN THE DARDANELLES AFTER AN ENGAGEMENT WITH THE GREEK FLEET.

At the opening of the second phase of the Balkan War the approaches to the Gallipoli Peninsula were the chief theatre of conflict, the object of the Allies being to capture the Turkish forts covering the Dardanelles and open the way for the Greek fleet to pass through the strait and the Sea of Marmora to Constantinople. The first important land action after the renewal of hostilities, it was reported on February 10, was fought at the north-east end of the peninsula, between Kavak and Hexamilli. The photograph shows the Turkish fleet lying off the extremity of Gallipoli, immediately after the engagement with the Greek fleet, when the Turkish war-ships retreated to their shelter in the Dardanelles.

As a rule the announcement of a new tobacco provokes indifference among smokers wedded to some particular brand. The producers of the famous Smith's Glasgow Mixture, however, have come along with an exception to prove it—they have devised Smith's No. 1 New Smoking Mixture. Let any smoker with a cultured palate—no matter how fastidious—try a pipe of the Smith's No. 1 Mixture, and he will welcome a joyous event in his smoking experience. He is likely to feel a surprising sensation of content, and will probably acknowledge that the last word had not hitherto been said in tobacco blends.



An Inlaid Oak Sideboard in the XVII Century Style 6 ft wide

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SCENT OF ARABY

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of truly Oriental luxury and charm, sweet, fragrant and lasting, it never fails to appeal to all who love sweet scents.

Shem-el-Nessim has been combined with a complete range of toilet accessories, so that this delightful perfume may be enjoyed to the fullest extent.

Of all Chemists and Perfumers.

Perfume, 2/6, 4/6, and 8/6. Hair Lotion, 3/3. Toilet Water, 3/6. Face Powder, 1/6. Dentifrice, 1/6. Bath Crystals, 2/6 and 4/6. Soap 6d. and 1/- per tablet. Brilliantine, 1/- and 1/9. Toilet Cream, 1/9 per pot. Sachet, 6d. Cachous, 3d. per box.

J. GROSSMITH & SON
DISTILLERS OF PERFUMES NEWCASTLE ST. LONDON.



One of the 48 Oxo Cattle Farms



This actual photograph emphasises the fundamental purity of Oxo.

The makers of Oxo guarantee personally that every ounce of beef for Oxo comes from their own cattle.

That is one reason why so many Doctors prescribe Oxo, and why Oxo is used in Hospitals and Institutions where diet is made a special study.

A lady in her choice of a dairy naturally favours the firm which owns its own cows. Just as much care should be exercised in the choice of a fluid beef, on which depends the health of the household.

Ladies who order fluid beef should follow the experts and *insist* on Oxo—made by the firm with the farms.



LADIES' PAGE.

THERE certainly seems something remarkable in the vehement and clever opposition to Parliamentary representation for women. To some extent, at least, the opposition is merely that which has to be encountered and outlived by every new idea. Vast indeed has been the change in the position of men themselves in respect of government even within the last century; greater still, if we look a little farther back into our history. Imagine the astonishment of Henry the Eighth could he see the Franchise Bill as introduced, expressly devoted to removing the last shreds of extra voting influence hitherto allowed to men of wealth, business importance, and superior education, over what the Tudor Sovereign, less than four centuries ago, described as "the base and unlearned common people, of whom it was never heard that they should presume to advise a Prince in his choice of Counsellors." No Anti-Suffragist of to-day speaks more contemptuously than that of the idea that women, too, should have a voice in selecting the nation's council!

Historically, one learns of how little importance is an apparently unconquerable majority. It delays often for but a short period, a surprisingly short period, the success of any measure which is in essential harmony with the spirit of the time. On how many questions even persons still young have seen a strong opposition all at once collapse and die down into silence, and the measure once so objugated and scorned adopted and quietly put into operation? The growth of opinion is like the process of forming a crystal in a fluid. If the right elements are present, they agglomerate in proper conditions, sometimes with wonderful rapidity. Such a sudden change has happened about most of the many alterations made in woman's position, legally and socially, during the last quarter of a century. Men like us so well as they find us that the dear creatures are always in mortal dread of any alteration! They only slowly discover that essential womanliness does not depend on any deprivation or constraint. Many people opposed at first (just as hotly and determinedly as they now do the franchise for women) the earlier steps of higher education, of open-air violent sports and exercise for girls, of married women's right to own their earnings and control their property, of women's entry into medicine, of women speaking on public platforms, and so on. In each case, the idea was at first repugnant, and those who did or advised the deed were abused—and a year or two after, lo! the things were suddenly accomplished, and nobody complained any longer. This has equally strangely been the history of dozens of other "movements," not specially concerned with women at all. It is the natural process of the crystallisation of opinion; and so a knowledge of the past teaches present political patience.

No doubt we may lose something in the course of changes that, on the whole, are desirable. I wonder, for instance, if women ever will lose the delightful mutations



A SMART ZEBRA EFFECT.

A striped coat and skirt for early spring wear.

and the charming follies of the fashion of dress, and fall into a dull uniformity in their costume, as men already have done? A legislator in one of the American States (not one of the nine States in which women vote, you may be glad to know) has brought in a Bill to compel all females who have reached years of discretion in regard to dress (he seems to think that those years extend from sixteen to eighty-five) to wear only hats made of aluminium! This genius points out that there need not be any absolute monotony in them, as the amiable metal, beaten out sufficiently thinly, would permit us to bend it here and curve it there according to the whim of the moment; so our weakness for variety in millinery would be pampered, while our absurd expenditure on it would be curbed very effectually; for one aluminium hat would last a lifetime. He is certainly right in saying that the prices of millinery confections are preposterous nowadays. Trimmings have diminished in quantity and hat-brims are less ambitious in the area that they cover, but, nevertheless, the milliner's bill grows ever larger and more startling. Ostrich-feathers, we know, imply rather rare birds; and, as all things mundane are liable to run to mediocrity, a fine, full, exceptionally imposing ostrich-plume must needs be costly. But why are we compelled to pay four or five guineas for a small shape of straw decorated only with a couple of artificially made twists of the feathers of barn-door fowls or other common birds, affixed upstanding or at curious angles? Perhaps it really is time we took nice, smooth, shining, untrimmed, everlasting aluminium hats into consideration?

In deference to Lent the gowns at the recent Court were, on the whole, somewhat more sombre in colouring than is the rule at these gorgeous functions. This fact, however, but served to emphasise how very effective dark colours look under the glare of brilliant light; also how remarkably well the deeper tints help to throw out the sparkle and glitter of precious stones. Magnificent fabrics are to be much to the fore in the new season's gowns for all smart occasions, and the most sumptuous brocades and lavish embroideries made their Majesties' first Court a scene of remarkable splendour. Imagine the exquisite effect of this gown: a black chiffon velvet, the corsage embroidered in black, white, and grey shaded diamanté, the train of grey broché lined with shot carnation-coloured satin. Or again: a gown of exquisite lace and pale primrose-tinted ninon embroidered in gold and silver, the train consisting entirely of cloth of gold. A nearly all-white gown of chiffon velvet trimmed with ermine looked fit to be worn by Royalty. The white velvet train, bordered by ermine, was lined by the faintest tone of rose pink. A handsome gown for an elderly lady was of an agreeable tone of violet satin, further subdued by draperies of fine black Spanish lace. The train of violet velvet was lined with satin and puffs of black mousseline-de-soie. Remarkably effective was an ivory-satin gown, the corsage lightly draped with ivory chiffon and lit up by a touch of vivid pink. The train of black velvet, richly embroidered, was lined with white satin and pink chiffon.

FILOMENA.

Beauty's Aid.

How often do we see a beautiful face marred by an imperfect complexion? Bad complexions in most cases are simply the result of want of care. If the face be only regularly massaged with some reliable toilet cream, the minute pores will become clear and the skin will soon show the glow of health. Let Beetham's La-rola make your complexion perfect, it can do so if you will but give it the chance. A bottle of this world-renowned preparation will, if regularly applied, produce a complexion equalling satin in smoothness and softness.

BEETHAM'S

La-rola

is invaluable for Toilet use, it removes all traces of roughness, redness, chaps, etc., and is unequalled for dispelling all signs of outdoor exposure. Obtainable from all chemists and stores in 1/- and 2/6 bottles.

SPECIAL OFFER. Send us 3/-, and we will forward you (in the United Kingdom) a box of samples of La-rola, Tooth Paste, Rose Bloom, Soap, &c.

M. BEETHAM & SON (Dept. I.L.N.) CHELTENHAM





Look before you—bathe,
and see that there is *mustard*
in the bath.

You or your servant will find the preparation of a mustard bath *only a matter of a moment*. But you will find the sense of new energy *a matter of hours*, and the beneficial effects lasting.

Only two or three tablespoonfuls of Colman's Mustard mixed in a little cold water, and then put into the tub, make the bath a revelation of "softness" and healthful stimulation. Or your dealer may have Colman's Mustard specially packed for the bath in those handy, bath-sized cartons.

Whichever way you choose, the health-advantage is the same. Mustard and water combine to produce the following scientifically proved results: A delightful softening of the water; a comforting restoration of tired muscles; a marvellous soothing of the nerves; and a remarkable equalising of the circulation.

As a morning refresher a mustard bath, hot or cold, is a revelation. To prevent illness after a chill, or to banish a "cold," a hot mustard bath at night is a stand-by proved for generations. Have you Colman's Mustard in the house?



Just arrived!

A new biscuit perfect in manufacture, unrivalled in flavour, attractive in design, popular in price and of unquestionable purity. Its name —

Good Luck

Add it to your Grocery order to-day
Sold by the pound or in 1½ Tins

HUNTLEY & PALMERS

READING & LONDON

Hooping- CROUP Cough

The Celebrated Effectual Cure without Internal Medicine.

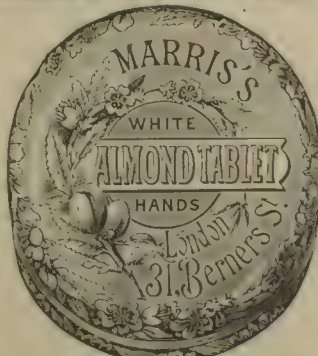
ROCHE'S

Herbal Embrocation

will also be found very efficacious in cases of
**BRONCHITIS, LUMBAGO, AND
RHEUMATISM.**

Price 4s. 6d. per Bottle.
London—F. J. Roberts, 10, New York—St. Albans—London—
Lancaster—St. Paul's—New York—London & Co., 20, Brompton St.
Proprietors: F. J. Roberts & Co., 5, Rue de la Paix.

**Chapped Hands or Lips.
MARRIS'S ALMOND TABLETS.**



IN USE OVER 30 YEARS.
6d., 1s., and 2s. 6d. per Box.
Of all Perfumers, Chemists, &c.
Proprietors: R. HOVENDEN & SONS, Ltd., LONDON.

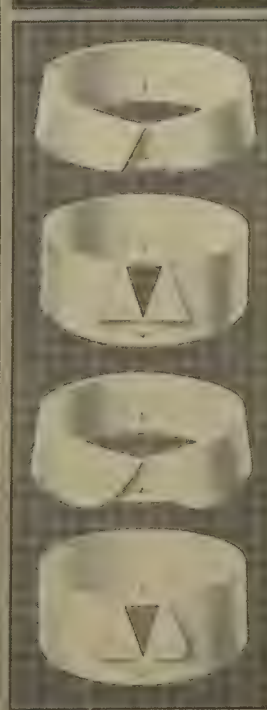
Coughs, Colds, Asthma, Bronchitis,
and all kindred ailments are speedily remedied by

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Browne's**

Chlorodyne
The Reliable
Family
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Insist on having
Dr. J. Collis
Browne's Original
and Only Genuine Chlorodyne.
Of all Chemists, 7d., 1s., 2s., 4s.

**CASTLE
Collars**



5/11 BOX OF ONE DOZEN. Postage ad.
extra. Sample Collar, post free, 6d.

**Robinson
& Cleaver**

40, D, Donegall Place,
BELFAST. Liverpool.

ART NOTES.

ANY moderate Anglophobe can be persuaded that none of the more important pictures shown by the National Portrait Society at the Grosvenor Gallery is English. "La Parisienne," a poor example of Renoir but the most conspicuous thing in its room; Bracquemond's



GOLF IN RURAL SURROUNDINGS WITHIN EASY REACH OF TOWN: THE CLUB-HOUSE AT BOXMOOR.

It was at Boxmoor, near Hemel Hempstead, that the first stretch of L. and N.W.R. rails from Euston to Birmingham ended for a few weeks, and near the station is a clump of trees where the directors entertained their friends on the completion of the first part of their undertaking. The golf-course is on the common lands close to Boxmoor Station.

portrait of himself (lent by Mrs. Edmund Davis), M. Blanche's "Lord Willoughby de Broke," and Mr. Sargent's "Mrs. Leopold Hirsch" half prove the case; and it is furthered by Ireland, with Mr. Orpen and Mr. Festus Kelly at their best, and Mr. John Lavery as large as life. A few such names as Von Glehn, Gotto, Greifenhagen, Moira, Laszlo, and Wolmark at first sight seem to throw more and more doubt upon the legitimacy of the Society's choice of a territorial title; but in several cases the pictures that bear these names are themselves as convincing as naturalisation papers.

The dispiriting thing is that the poorer pictures do really constitute a National group. There is a strain of work, no matter whether by Englishman or foreigners, at present fashionable in England that does no credit either to painter or patron. It is a heartless strain, heartlessly commissioned, executed, and owned. There is no

evidence of any valuable emotion at any stage of the proceedings; where there was no room for pleasure in the painting there is little chance of any room for joy in the owning. Mr. Philpot's "Negro, in Black and Silver," shows that even the facile painter treats a sitter with consideration. But the negro is an exception; certain portraits of great ladies of the aristocracy are less fortunate at other hands. They are hustled on to canvas, into an exhibition, and thence into the undelighted bosoms of their respective families. There is seldom any bond between the younger generation of painters and their patrons save fashion and a good price. The young painters are pre-occupied. The negro in this case is well treated; but as a rule, and at other hands, it is some pretty model that has the extra attention. This engaging sitter has generally strayed from musical comedy, or from an attempt on musical comedy, to the studio. She never makes a good actress; perhaps she never mars a good artist, but she does take up the time of mediocrity, and render it conspicuous in the galleries. In every exhibition of portraits she takes the eye because she and her ally have been at such pains with the things that matter nothing. She does not care to be beautiful, nor he to make her so, so long as her expression and her garments have some sort of look of the picture-postcards of her more famous sisters.

"Heart-work and Heaven-work make up his books," said Richard Baxter of George Herbert. It is too much to ask that the bulk of the National portraiture should be made up of heart-work and Heaven-work; but head-work would not be inappropriate in the manufacture of so many heads. Here are a hundred chosen portraits, and only twenty of them with an artist's brains behind them. Set a stricter rule, and ask that there should have been enough heart-work in the business of painting to give the slightest emotional gravity to its productions, and you at once lessen your twenty by ten. Go further, and ask for the heart-work which in the Primitive made portraiture a spiritual exercise, and you are obliged to reduce

your ten, if not by ten, then by five. The Bracquemond picture is composed upon a serious plan, and seriously handled. Unlike most "National" portraiture, it is not "slick." Mr. Charles Stabb's "Interior" is delightfully grave; "The Temple" might be read in its white-washed room; and its green ribbons give to a serious theme the touch of gaiety with which the seventeenth-century poets decorated their grave verses. Mr. Sauter's portrait of Mrs. Patmore is also interesting; and Mr. Orpen, though he may not know it, comes as near to matching Richard Baxter's definition as any of his contemporaries. His open-air portraiture is at once grave and gay with light.

Such are a few of the exceptions. But one leaves the gallery asking why it was all done. In his last lecture at the Royal Academy Mr. Clausen told how, having gone the round of a modern exhibition with a distinguished Colonial statesman, he was asked why so few of the works "expressed anything." The pictures were probably admirable in workmanship, but he could not see the reason



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of their existence. The case is the same at the Grosvenor Gallery: these talented moderns have their work well in hand; they should also have it at heart. E. M.

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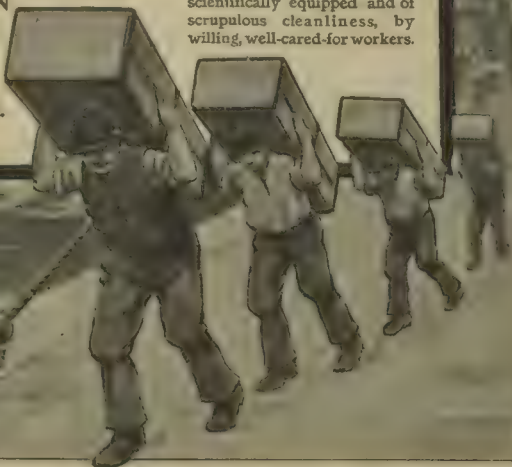
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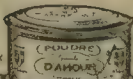
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WILLS AND BEQUESTS.

THE will (dated Jan. 6, 1909) of LORD CALTHORPE, of Perry Hall, Perry Barr, Staffs, and Woodlands Vale, near Ryde, who died on Nov. 16, is proved, the value of the property being £25,342. The testator gives Woodlands Vale, and all lands and premises in the Isle of Wight, with the farm stock, and his shares in the London and Globe Finance Company, to his son, Rear-Admiral Somerset Arthur Gough-Calthorpe; £100 each to the executors; and the residue to his wife.

The will and codicil of SIR HENRY MERVIN VAVASOUR, Bt., of 11, Stanhope Gardens, South Kensington, who died on Dec. 9, are proved by Mrs. Constance Hobart Hampden, the daughter, the value of the unsettled property being £15,998. The testator directs that all his obligations of the South Austrian Railway shall be held in trust for his daughter for life, and then go to the Friend of the Clergy Corporation. He gives all his plate, jewels, works of art, and the figures of the first Lord Vavasour, who gave the stone for the building of York Minster, and of a Percy who gave the wood (facsimiles of the figures on the west front of the Minster) to his daughter; £500, his leasehold house and furniture, and such an annual sum as will make up her income to £800 a year, to his wife; £25 each to his sisters; £250 to Oswald Vavasour Yates; £200 to Georgina Lucy Savile, a few small legacies; and the residue to his daughter.

The will of MR. ISAAC SOLLY LISTER, of Upper Heath, Hampstead, who died on Jan. 4, is proved by Miss Emma Louisa Lister, sister, and Robert L. Hunter, the value of the property being £37,533. He gives £550 to his sister; £100 each to the London Domestic Mission, the London District Unitarian Society, and the Blackfriars and Stamford Street Mission; £100 each to his sisters-in-law, and the children of his two brothers; £100 to his partner, Mr. Biggs; and the residue as to one-third to his sister, one-third to the children of his deceased brother Walter Venning Lister, and one-third to his brother Henry John Lister, he paying £1000 each to his children on their attaining twenty-five years of age.

The will (dated March 22, 1904) of BARON GEORGE DE WORMS, of 17, Park Crescent, W., Milton Park, Egham, and 27, Adelaide Crescent, Hove, who died on Nov. 26, is proved by his widow and two sons, the value of the estate being £198,195. The testator gives £15,000 and the Milton Park estate and family papers and paintings to his son Baron Anthony de Worms; £10,000 and the use of his town and Hove residences to his wife; £3000 to his daughter Henrietta, who has been already provided for; £500 to his son-in-law; £200 each to his daughters-in-law; £100 each to his grandchildren; and the residue to his sons, Baron Anthony de Worms and Baron Percy de Worms.

The will of MR. WILLIAM BARNINGHAM, of Calcot Rise, near Reading, who died on Nov. 23, is proved, the value of the property amounting to £83,190 3s. 4d. The testator gives £2000 to his wife; the income from £3500 in trust

for the widow and children of his brother Walter; an annuity of £200 to his sister Elizabeth Ann Wilson; £500 to James K. Kiggall; and the residue in trust for his wife during life or widowhood, and subject thereto for his children.

The following important wills have been proved—

Mr. Robert Ratcliff, Newton Park, Newton Solney, Derby, senior director of Bass, Ratcliff, and Grettton (died intestate) . . . £961,994
Mr. Henry Martin, 14, Billing Road, Northampton . . . £129,094
Mr. Frederic Isaac Reckitt, Wood Grange, Hull . . . £119,789

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

C. G. W. (Sandys).—If Black play 1. R to K B 4th, the answer is 2. Q takes R (ch), and Kt mates next move.

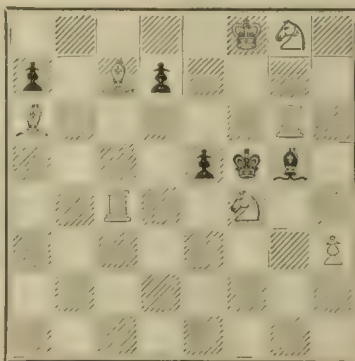
G. P. D. (Damascus).—Your last version is full of duals. There are no less than seven continuations after Black plays 1. K to Q 2nd.

G. BAKER (Rotterdam).—There is a solution in two moves, by 1. Kt to B 6th, in your last contribution.

WALTER RUSSELL (City of London Chess Club).—Budget very acceptable. H. J. M.—The problem seems all right, and shall appear.

JEFFERY JENNER (Tunbridge Wells).—Your problem is perfectly sound, and is marked for insertion.

PROBLEM No. 3587.—By W. FINLAYSON, BLACK.



WHITE.
White to play, and mate in two moves.

CORRECT SOLUTION OF PROBLEM No. 3578 received from C. A. M. (Penang); of No. 3579 from C. A. M.; of No. 3580 from Theodore D. Riggs (Cripple Creek, Colo., U.S.A.); of No. 3581 from Henry A. Seller (Denver, Colo., U.S.A.) and C. H. Batley (Providence, R.I., U.S.A.); of No. 3582 from R. J. Lonsdale (New Brighton), R. J. Vernon, T. Maassen (Rotterdam), and W. H. Taylor (Westcliff-on-Sea).

CORRECT SOLUTIONS OF PROBLEM No. 3585 received from Joseph Willcock (Shrewsbury), J. Green (Boulogne), J. Fowler, W. H. Taylor, J. Churcher (Southampton), R. Womersley (Canterbury), E. J. Winter-Wood (Paisley), Blair H. Cochrane (Barting), W. West (Dorchester), H. Grasset Baldwin, G. Stillingfleet Johnson (Colham), J. Cohn (Berlin), and F. Warren (Derby).

SOLUTION OF PROBLEM No. 3584.—By B. G. LAWS.

WHITE

1. R to K 4th
2. Q to Kt 4th (ch)
3. Kt to Kt 3rd (mate)

If Black play 1. K takes P, 2. Kt to K and, if 1. B takes P, 2. Kt to B 5th (dis. ch); and if 1. R takes B, 2. Kt to K 3rd (dis. ch), etc.

BLACK

K to B 6th
K takes Q

CHESS IN AMERICA.

Game played in the American Chess Tournament at New York, between Messrs. CAPABLANCA and LIEBENSTEIN.

(Three Knights' Game.)

WHITE (Mr. C.)	BLACK (Mr. L.)	WHITE (Mr. C.)	BLACK (Mr. L.)
1. P to K 4th	P to K 4th	12. Q to Kt 3rd	K to R sq
2. Kt to K B 3rd	Kt to Q B 3rd	13. K to H and	Q to K 2nd
3. Kt to B 3rd	P to B 3th	14. K to Q 2nd	K K to Kt 4th
4. Kt to B 3rd	P to B 3th	15. Kt to Q 4th	Q to Q 2nd
5. Kt to B 3rd	P to B 3th	16. K to B 4th	Kt to Q sq
6. Kt to B 3rd	P to B 3th	17. K takes Kt	Q takes R
7. Kt to B 3rd	P to B 3th	18. K takes P	Q to Q 2nd
8. K to K 2nd	P to B 3th	19. K takes Q R	P to Q Kt 4th
9. K R to B sq	P to K R 3rd	20. P to Q 5th	B to Kt 2nd
10. K to K sq	P to K sq	21. H to Q 4th	
11. Q to K sq	P to K sq		

White has now attained the position for an irresistible attack, which he carries through with a few vigorous strokes.

"THE FABLES OF ÆSOP."

FABLES lend themselves well to decorative rather than realistic treatment in art, seeing that they exhibit animals, and other natural phenomena, in unnatural conditions and relations with each other; that is, invested with human habits and attributes, talking together, exchanging invitations, running races, and so on. Illustrators of Æsop have usually adopted either the decorative method or that of caricature. The humorous manner is, of course, more suitable in editions intended for young readers, who, in illustrations, like simplicity and realism, and require every point of the text brought out faithfully in the pictures, in which they rather prefer quantity to quality. In the decorative method, on the other hand, artistic quality is everything, and it makes appeal to a more sophisticated class of readers, who judge an illustration rather on its artistic merits than on its humour or its fidelity to the text. The illustrations to "The Fables of Æsop" (Hodder and Stoughton), by Edward J. Detmold, belong to this latter category. Mr. Detmold's beautiful decorative work is well known to readers of *The Illustrated London News*, who will remember that some examples of it were reproduced in colour in our last Christmas Number. In his illustrations to Æsop, in a similar style, the colour-scheme and the decorative design are his principal care. In a few cases, such as "The Hare and the Tortoise," there is dramatic expression, but generally the creatures depicted simply form part of the design. The Hare, on the other hand, who is shown at the moment when he wakes to see the Tortoise at the goal, is full of vitality and angry surprise. But he is alone: we do not see the Tortoise at all, or the fox that laid the course. The colour-plates number twenty-three in all to a total of 313 fables.

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CURE, and every post brings us similar letters
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Famed for 40 Years.

Free Sample and detailed Testimonial sent by post.
Sold in boxes, 4s. 6d. Bottles, 2s. 6d. 1s. 6d. 1s. 3d. 1s. 1d.
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THE SECRET OF THE POPULARITY OF THE
ATLAS IMPULSE TYRE PUMP IS, THAT IT
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FROM FLAT WAS 4½ MINUTES.



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FOR COUGHS & COLDS,
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THE CHRONICLE OF THE CAR

AND

NOTES ABOUT THE MANCHESTER MOTOR SHOW

Notes on the Manchester Motor Show.

Manchester will be the centre of motoring attraction during the coming week, for it will have not one but two separate motor exhibitions running at the same time. Of course, Manchester being so essentially an industrial city, a very large interest centres

about the motor vehicle which is built for commercial purposes. Thus the motor shows of years gone by have had a divided character, inasmuch as they have always seen staged a very large proportion of industrial motor-cars, which, I think, are out of place in a show whose primary purpose is to appeal to the person who motors for pleasure or convenience. It is as though brewers' drays were exhibited at a carriage-building show. However, needs must when the exigencies of available space or the limitations of an industry dictate; and with both these reasons operating, Manchester has hitherto been compelled to make its Motor Show a mixed affair. This year, the two classes of cars, pleasure and industrial, have found housing under separate roofs. It is, of course, with the pleasure-car Show at Rusholme that I am principally concerned at the moment.

As I said when dealing with the Scottish Show a couple of weeks ago, it would be vain to anticipate the advent of anything of entirely new interest at an exhibition such as that at Manchester. All that there is to be seen has already made its bow at Olympia, but that, of course, does not detract from the interest of the Show as such or of the individual exhibits. That being so, I feel that I need make no apology at all for briefly referring in detail to a few of the principal things to be seen.

Talbot.

Talbot cars are being exhibited by the North of England agents of Messrs Clement-Talbot, Ltd. As I have described their main features before, I do not think I can do better than to leave out all reference to them and utilise the space for a note on the marvellous speed performance put up by a Talbot 25-h.p. car at Brooklands on Saturday last. Initially, I may say that the racing group is exceedingly keen on the honour of being the first to cover a hundred miles in the hour. Hemery tried last November on a Lorraine-Dietrich, but only succeeded in covering the trifle of 97 miles 1037 yards, his car being

in the "unlimited capacity" class. Talbots', with a comparatively tiny engine of four-inch bore, essayed to do what the big Dietrich had failed in, and came so near to success that they achieved a moral victory, incidentally setting up a couple of new records on the way. The car was driven by Mr. Percy Lambert, and,

in the old 26 rating class. Then a tyre burst and caused a delay of approximately four minutes. This was fatal to all hopes of covering the hundred miles in the hour, the distance taking 1 hr. 1 min. 37'01 sec., while in the hour 97 miles 231 yards were covered. Thus Lambert just failed to break the hour and hundred miles' records of

Hemery, but demonstrated most indisputably that, but for the tyre trouble, the car could have done it with a couple of minutes to spare. It was a magnificent performance, marred by the hardest of hard luck.

One of the leading manufacturing firms which show direct is the Sunbeam Co., which exhibits several cars of this well-known mark. The performances of the Sunbeam on road and track are too fresh in the public mind to require recapitulation, and, indeed, I would rather refer the reader to

Lanchester.

Lanchester cars at the Show are as full of interest as ever. The extreme comfort of the Lanchester, due to the carrying of the weight within the wheelbase, and to the luxurious suspension; the mechanical cleverness almost amounting to genius which has been displayed in its design; and the excellence of the material and work put into its construction, places it well in the forefront of the best cars of the world. The Lanchester is essentially a gentleman's car—I myself could not imagine one being driven by a road-hog—and it is, of course, to the wealthy and discriminating class of motorists to whom it most appeals. That, however, does not prevent even those whose finance will not admit of Lanchesters taking an interest in their unique design and beautiful construction. Therefore I advise no visitor to the Show to miss seeing these cars.

Straker-Squire.

Messrs. Sidney Straker and Squire are exhibiting through their Manchester agents, like most others of the manufacturing firms. The 15-h.p. Straker-Squire is a car which is almost unique in some respects, inasmuch as it is the result of years of

(Continued overleaf.)



BUILT BY MAYTHORN FOR A PARISIAN NOBLEMAN: A COUPÉ BROUGHAM FITTED TO A 20-30 H.P. RENAULT CHASSIS.

The body is the latest type fashionable in Paris. It is painted a rich green picked out with black and fine-lined red. The upper quarters of the brougham are finished in black. The interior upholstery is of grey corded cloth.



Photo. Campbell-Gray.

FITTED WITH THE NEW PATENT MORGAN CABRIOLET-LANDAULETTE: THE NEW 15-25 H.P. ADLER—1913 MODEL.

The car is here shown closed. It can be quickly converted into either a fully-open or semi-closed car. It is not in the Manchester Show, but may be seen at 127, Long Acre, or 10, Old Bond Street, London, W.

to make the story as brief as possible, he averaged a steady 102 miles an hour for about 87 miles, beating

the testimony of the satisfied user for earnest of what the car really is and can do. I personally know a number of such, and the universal report I hear is that the Sunbeam performs as well in private hands as in racing events—which is saying a good deal. My advice to the Show visitor is—See Sunbeams.



DIFFICULTIES OF THE ROAD IN SOUTH AFRICA: A 6-CYLINDER LANCHESTER NEGOTIATING A DRIFT. The owner of the car, Mr. Charles Hirschman, writes: "My Lanchester car is so good that I am almost afraid of it. It runs so silently that conversation can easily be kept up under way. The photograph shows the car with six passengers taking a drift. The car takes the descent and rise on the other side quite easily, and always climbs out without occasioning me the slightest trouble."

en route the world's record for fifty miles and annexing fresh records in the new Brooklands Class F, and

15-h.p. Straker-Squire is a car which is almost unique in some respects, inasmuch as it is the result of years of



SHIPPED TO AN INDIAN RAJAH: A 20-H.P. 6-CYLINDER TALBOT CABRIOLET.

Talbots are found in all parts of the world, and are as well known in the East as in the West. The Rajah's car has a specially roomy seven-seated body, to give ample accommodation for the ladies of the Court. The body is in lavender grey with green moulding.



AMONG SURREY PINE-WOODS NEAR WISLEY: ONE OF THE FAMOUS 15-H.P. STRAKER-SQUIRE 1913 MODELS.

This car embodies all the results of continuous concentration by the makers on a single model, resulting in a vehicle of the very highest efficiency and absolute reliability.

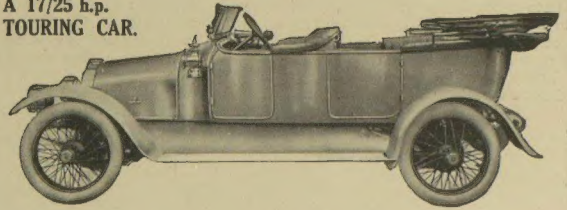
LANCHESTER

STAND 49

RUSHOLME



A 17/25 h.p.
TOURING CAR.



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HALF-A-CENTURY'S experience in designing, constructing, and improving means of utilising mechanical power has evolved the Armstrong-Whitworth Motor - Car; the car that requires so little in the way of adjustments and overhaul that its year's repair bill is practically nil—the experience of many Armstrong-Whitworth owners proves it.

"I bought one of your motor - cars nearly two years ago and have accomplished 35,000 miles, over all kinds of roads, without a single mechanical stop, which I think is a very fine performance.—D. P.,

Pannard House, Sevenoaks."

WE have an interesting book to send you. Will you kindly write for a free copy, or call at any of our showrooms to see the various models and arrange a trial drive?

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Manchester: 114, Deansgate.

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—there are no
motoring conditions,
however various,
however severe,
however good or bad,
that are not
made better
by using

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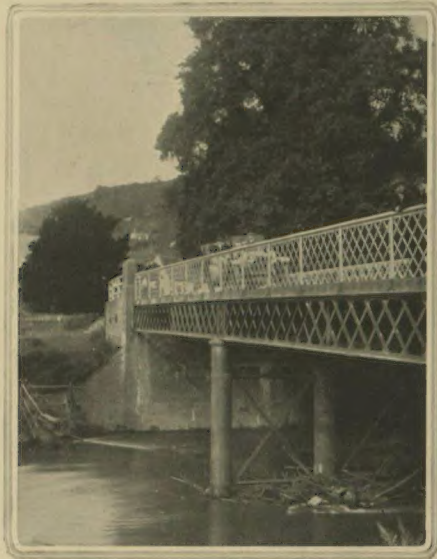
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Continued.
concentration on a single type, the belief of the makers being that the shortest road to high efficiency lies this way. In this I am inclined to agree with them, for it is quite obvious that where all the resources of a factory are devoted to perfecting one model, that type is more likely to achieve success. Be that as it may, the Straker-Squire certainly reaches a very high standard, and I have always regarded it as being one of the leaders in its class. I have had a good deal of road experience with the car, and have invariably found it to be one to satisfy the



IN A WORCESTERSHIRE VALE: A 16-20-H.P. WOLSELEY CROSSING KNIGHTWICK BRIDGE OVER THE TEME AT THE FOOT OF ANKERDINE HILL.

most critical of drivers. It is fast, accelerates excellently, climbs well, is silent, and extremely easy of control. The intending purchaser of a car in the "fifteen" class, provided he do not require something of the ultra-cheap variety, will do very well not to leave the Straker-Squire out of consideration.

Argylls. As at the Scottish Show, the Argyll exhibit is mainly one of coach-work. It is possibly no business of mine, but if I were making a car with the unique features and many mechanical

excellences of the sleeve-valve Argyll, I should want people to see its points. However, as it is, the exhibit consists of a 12-18 h.p. poppet-valve two-seater, painted grey and trimmed with grey morocco to match. The body-work is of streamline design, with concave scuttle dash, and is fitted with a hood of very neat design and with double deflecting wind-screen. Next on the list comes a 15-30 h.p. streamline torpedo touring car, painted green with green morocco trimmings. This car, of course, has the single-sleeve valve motor, with the details of which readers of this column are already sufficiently familiar. The third car shown is a very handsome "landaulette-de-luxe" on a 15-30 h.p. chassis.

A unique feature of the Argyll coach-work is the concealed wells in the floor space for the accommodation of the spare cans of petrol and oil and for the few accessories which need to be kept out of sight. However, I believe I have dealt in detail with these features on a previous occasion, so there is no need now to do more than simply mention them.

Adler. Among the good cars which come to us from Germany, the Adler is high up in the list. As is well known, the British concessionaires are Messrs. Morgan and Co., of Long Acre and Old Bond Street, who are not exhibiting direct at the Manchester Show. They find a place within the building, however, on the stand of Messrs. Morgan's Manchester agents. In my opinion the Adler is as good a car as one wants for the ordinary purposes of motoring, whether one takes a sporting interest in the pursuit or merely motors because it is the most convenient form of locomotion. Highly efficient, well designed, and as well constructed, the Adler should always figure on the list of the prospective purchaser of a car of medium price.

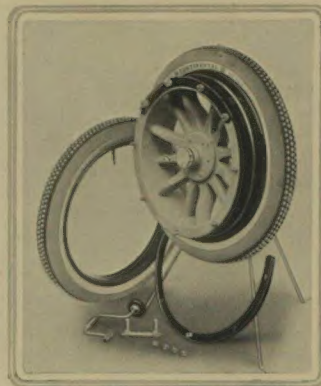
Standard. The Standard Motor Company is not exhibiting direct, but cars of this make are to be found on the stands of the Hollingdrake Automobile Company and Atkinson's Central Motor Works. On the first named, four cars are displayed, three of them being of the new "C" type 20-h.p. four-cylinder model. The remaining car is one of 15-h.p. The "twenty" is quite an interesting car. Of late years there has been a tendency to ask small engines to do too much in the way of pulling heavy bodies of the landaulette type, but I am glad to notice a reversion to saner ideas. This new Standard is a case in point. It is of 19.6 rating, and

it is a very suitable car for all-round work—powerful enough to carry a heavy body in a hilly country without an unduly low gear, and, at the same time, economical to run and easy to handle. In design and construction this new Standard leaves literally nothing to be desired.

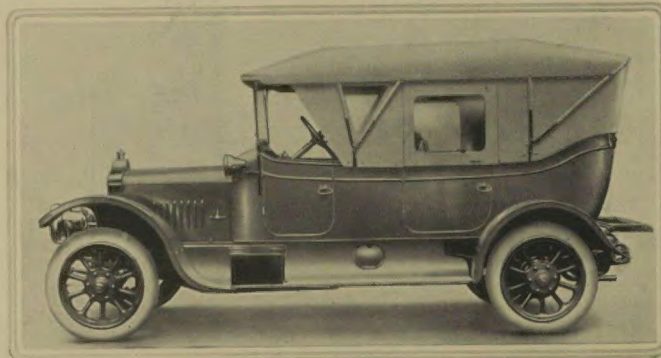
Armstrong-Whitworth.

As might be expected, the famous North-Country firm of Sir W. G. Armstrong, Whitworth and Co. are exhibiting direct, their stand number being 26. They are showing three complete cars, these comprising a 17-25

(Continued overleaf.)



EXHIBITED AT THE NORTH OF ENGLAND SHOW: A CONTINENTAL TWIN-WHEEL. The operation of adjusting or removing the rims is very simple. Tyre No. 1 slides on to the wheel, and is stopped by the inside flange of the binding rim, and is held by a split-steel band. Tyre No. 2 can then be placed in position.



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Driving Gloves



Indispensable for wet or cold weather.

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SIZES:

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Fur Lined - - 15/- Per Pair.
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If required with elastic wrists, 6d. per pair extra.

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- ☑ Waterproof backs.
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- ☑ Soft and pliable.
- ☑ They are stylishly cut, and wear extremely well.

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Stand No. 119.

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HIGH-CLASS MOTOR BODIES
of every description designed and built
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50 MILES WORLD'S RECORD

Beaten at Brooklands, on Saturday, Feb. 8th,
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25 **INVINCIBLE**
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The All-British Talbot added another memorable triumph to its long sequence of successes in hill-climbs and reliability trials, by covering 50 miles in 29 min. 10½ sec., 7.95 sec. better than the previous World's Record.

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Manchester Motor Show.
STAND No. 62.

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Braking on all four wheels is a comparatively simple problem, but braking all four wheels in such a manner that side slipping or skidding is entirely avoided is exclusively

An Argyll Achievement.

The brakes act simultaneously and evenly on all four road wheels, reducing the tear and wear on tyres and mechanism to a minimum.

The fear and danger of skidding

is displaced with a confidence and sense of security known only to those who are the fortunate possessors of an Argyll Car.

Let us demonstrate this braking system to you on your own roads. All tendency to sideslip is entirely removed.

12/18 h.p. 4 Cylinder Poppet Valve Car ready for the road,	£375.
15/30 h.p. 4 Cylinder Sleeve Valve Car " " " "	£575.
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All are equipped with one man Hood, Double Deflecting Wind Screen, 3 Lamps, Horn, Tool Outfit, Number Plates, 5 Detachable Wheels, and 5 Grooved Dunlop Tyres, etc.

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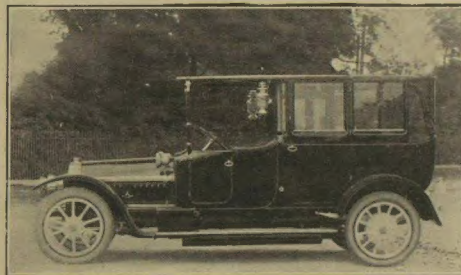


F6

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MAKE THE MOST OF ANY CHASSIS,

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DURABILITY.



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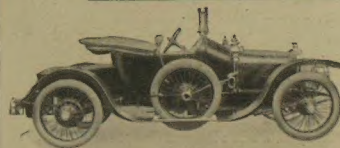
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BRITISH MADE THROUGHOUT. ONE TYPE ONLY.

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THE WORLD'S BEST FIFTEEN H.P. CAR.



We have concentrated our entire energies and experience during the past 6 years on the construction of the ONE MODEL ONLY, with the result that we can now claim to have a medium-powered car SECOND TO NONE ON THE WORLD'S MARKET.

15 H.P. ONE MODEL CHASSIS ONLY
suitable for all Types of Bodies.

STANDARD RUNABOUT
Complete as shown, £420.

S. STRAKER & SQUIRE, LTD., 75-77, Shaftesbury Avenue, London, W.

(Continued.)

h.p. chassis, fitted with a three-quarter landaulette body, built in their own carriage works at Manchester. This body has particularly pleasing lines, having a domed roof sweeping downwards to meet the wind-screen. The interior is elaborately fitted up, and has every possible convenience. The upholstery is in grey cloth, mouldings and door panels being in polished sycamore. The exterior finish is in dark blue, with black mouldings. The second car is a 17-25-h.p. three-quarter cabriolet, the interior fittings being almost identical with those of the car already described, save that the panels

are of polished mahogany. A very smart car is a 15-20-h.p. flush-sided torpedo touring-car, with "one-man" hood and triple-folding screen. This car is painted grey, and upholstered in a very pleasing shade of green. Altogether the Armstrong-Whitworth exhibit may justifiably be described as a notable one.

Atlas. I find I am getting near to the end of my allotted space, but I really must mention one thing before leaving the Show for this week. That is the Atlas tyre pump, which saves all the labour of what is probably the most fatiguing job which falls to be performed by the motorist. All you have to do is to screw the pump into one of the sparking-plug holes, start up the engine, and watch the pump do its work. As I know by personal test, it is excellent and invariably does what is required of it without the least trouble.

Auster. The motorist intent upon the selection of a wind-screen cannot do better than visit the stand of Messrs. Auster, in the accessory

section. There he will find screens of every imaginable design, either for front seats or back, and if he cannot find what he wants, he must be indeed hard to please.

W. WHITTALL.

Motorists and all who are affected by the fuel problem in connection with motor-driven vehicles will be interested to learn, with regard to the newly formed Motor Owners' Petrol Combine, Ltd., that Letters of Allotment have been posted.

In our issue of Feb. 1 we gave a double-page of illustrations showing the modern burglar's methods of safe-breaking. We understand that our explanation of the former use of nitro-glycerine for blowing off locks of safes might be misunderstood. The Chatwood Safe Company write: "The clay lip you show is to enable the liquid



EXHIBITED ON STAND 25 AT THE MANCHESTER SHOW:
A 17-25 H.P. ARMSTRONG-WHITWORTH THREE-QUARTER LANDAULETTE.

explosive to run into crack of safe-door. The crack is sealed up with clay, except at this lip, which is only used to facilitate pouring in the explosive, which runs where it is required to explode. We are afraid your explanation will convey that it is through the saturation of the clay the explosion occurs."

There are people to-day who have never heard of Mrs. Clements of Durham. In 1720, Mrs. Clements discovered the modern method of mustard-making. She trotted from town to town on a pack-horse for orders, and, when she had secured the patronage of George I., her mustard soon became the vogue. To-day the familiar little yellow Colman tin is to be found in every corner of the globe. People have discovered that a good mustard, such as

Colman's, emphasises flavour and materially assists digestion. And in the bath . . . ! How many a weary business man, sportsman, athlete, and convalescent has blessed the revivifying properties of mustard! Those who have never felt the delicious effect of a mustard bath are missing one of the joys of life. Handy boxes containing one dozen cartons of Special Bath Mustard have now been placed upon the market by Messrs. J. and J. Colman, Ltd.

Of the latest batch of a dozen volumes added to that excellent sixpenny series, "The People's Books" (T. C. and E. C. Jack), the most typically interesting is Mr. John Macdonald's "Turkey and the Eastern Question." It is frankly anti-Turkish. Another volume certain to be much in demand is the admirable Atlas, by J. Bartholomew.

There are three biographical studies—"Cecil John Rhodes," by Ian D. Colvin; "Wordsworth," by Rosaline Masson; and "Friedrich Nietzsche," by M. A. Mudge; and four scientific volumes—"Zoology," by Professor E. W.

Macbride; "Pond Life," by E. C. Ash; "Psychology," by H. J. Watt; and "The Nature of Mathematics," by P. E. B. Jourdain. The remaining three volumes are: "The Bible and Criticism," by W. H. Bennett and W. F. Adeney; "Wellington and Waterloo," by Major G. W. Redway; and "Everyday Law," by J. J. Adams.

For the supply of disinfectants for use in the royal establishments, the "Sanitas" Company, Ltd., of Limehouse, London, E., have been granted a Royal Warrant by his Majesty King George V.



"ON THE FIELD OF LABOUR VICTORY IS FRUITFUL": THE MICHELIN TROPHY WON BY MR. CODY IN 1912.

The inscription reads: "Sur le champ du labour la victoire est féconde." A lower one gives details of the winning flight. "Circuit: Laffan's Plain, Larkhill, Newhaven, Brooklands, Laffan's Plain, 12 Oct. 1912. Distance 186 miles. Time 3 h. 23 m. 15 sec."

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12-16 h.p. 4 cyl. £390
16-20 h.p. 4 cyl. £510
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Prices include Detachable Wheels and Streamline Body.

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Chassis and complete cars will be exhibited at
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Manchester Depot: 112, DEANS GATE.

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16 lights from 1 Dynamo!

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—(LEITNER)—

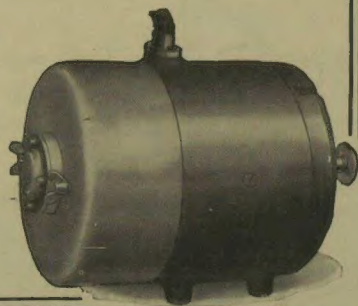
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" 4th in Dieppe Circuit - 1912.
" 2nd, 4th, 6th & 15th places, Grand Prix de France, 1912.
" Gold Cup for Regularity, Grand Prix de France, 1912.

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